(vi) Industrial Disputes (Amendment) Bill, 1996. (As passed by Rajya Sabha)

(4) General Discussion on the Budget (General) for 1996-97.

Tuesday, 30th July, 1996

(1) Reply of Minister of Railways

(2) Submission to the vote of the House Demands for Grants for Railways for 1996-97 and consideration and passing of the relevant Appropriation Bill.

(3) General Discussion on the Budget (General) for 1996-97.

I am calling the next speaker. In the meantime if there is any correction to be made, I will let the hon. Members know.

Now, I call upon Shri Shivraj Singh to speak.

00.12 hrs.

RAILWAY BUDGET 1996-97 — GENERAL DISCUSSION

AND

DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) — CONTD.

[Translation]

SHRI SHIVRAJ SINGH (Vidisha): Madam Chairperson, I had done my homework thoroughly but it is now midnight and your hand is on the bell. I can understand the feelings of my colleagues that it is not the time to make long speech. So, I shall be very brief. Shri Ram Vilas ji is not present but Shri Srikant ji is sitting and I hope he will convey my suggestions to the hon'ble Minister scrupulously.

I shall confine myself to Madhya Pradesh. This State has been neglected in matters of railway service since independence. Whosoever has been the Railway Minister so far has favoured his parent State and I hoped that Shri Paswanji would look beyond Bihar but this time also, Madhya Pradesh has been ignored.

Madam, Madhya Pradesh is the largest State of India territory-wise and the single Bastar district is larger than Kerala State. But it is most backward from railway point of view. This Railway Budget has also not given anything to Madhya Pradesh. The tribals, details and backward people of Madhya Pradesh have tremendous expectations from the Railway Minister. But the Budget does not meet their expectations. He must have heard the name of Jadgalpur which is in Bastar district. In 1973, a survey was conducted for Roghat - Delhi - Rajhara railway line and we are assured every year that this new railway track would be laid. Bastar has large forest wealth and the mineral wealth but no railway line has been provided there. The construction of new railway line will open up new dimensions of development and it can benefit the SC-ST people.

Madam, seven successive Railway Ministers had promised in their Railway Budgets laying of Dina - Purvai - Mahava- Chowpata - Siroj - Beavara railway line for which survey was ordered. Half the survey has been completed. But what is the use of half survey. Similarly, there is Guna - Shiopuri - Bhind - Etawah railway line and the Railway Minister have been repeatedly assuring its completion. But this Budget does not include any provision for this rail track. The Lalitpur - Khajuraho - Singrauli track was sanctioned in 1981-82. I would like to know from the hon'ble Railway Minister when this line will be taken up for construction.

The Korba-Ranchi line is pending for the last 12 years and a sum of Rs.80 crore has been spent on the survey of it but no action has been taken to start work thereon. The hon'ble minister did not announce yesterday the proposal of surveying Baster-Sarguja-Ambikapur railway line. The Godhara-Dohad-Indore-Muxi line should be linked with Dhar. Work on this line has not progressed. This line will cover Piyampur industrial area, historic tourism centre mandu and famous Jain temple of Mohan Khera. The former Railway Minister Madhavrao Scindia ji had announced surveying of Indore-Khutegaon Nasrullaganj - Batpara - Udaipur - Jabalpur railway track. But the same has not done so far. I would urge upon the hon'ble Railway Minister to get this track surveyed during this Budget.

There is a long standing demand from providing a rail link between Raisen district headquarters and Begumganj Sagar via Gairatganj but this line has not been included in the Railway Budget. It was promised that conversion of Jabalpur-Nainpur-Mandala-Godia Section would be taken up during the 9th plan but no work has started on this route.

I thank the hon'ble Minister for creating a separate Jabalpur railway zone but there is a long standing demand for creation of Bilaspur railway zone. But the hon'ble Railway Minister has not announced this scheme. When he can create Hazipur railway zone what is the difficulty in creating Bilaspur Zone. I can take full responsibility for making available the entire land required for this purpose. The Gualior Shiopur narrow gauge should be converted into broad gauge. Shiopur should be provided a direct link to Kota by providing broad gauge line. The engines fail and the bogies get derailed on this meter gauge. It is therefore necessary to convert this metergague into broadgauge.

There has been a demand for many years for providing a new railway track between Kahandwa and Meghnagar via Bhikangaon Khargon, Raipur Ojund Barwani, Kau - Jhabua. A railway link should be provided from Indore to Bhar - Gandhwani - Kua -Alirajpur - Godhara. There is also need for a Satna - Panna - Chattarpur - Tikamgarh - Lalitpur railway line. The Budget has totally ignored Madhya Pradesh. Indore should be linked to Dhulia via Dhamond, Julvani and Sandhwa.

Hundreds of accident take place at Misghat between Budni and Obedullahganj because the track is damaged. No action is taken to repair it. There is also need to repair immediately the railway track on Bina and Vidisha section.

Vidisha is a famous tourist centre and the world famous Sanchi is located adjacent to it. But no railway service is available there. The Vidisha railway station should be developed as a model station. A railway under bridge should be constructed at Khari railway crossing in Vidisha because hundreds of tractor-trollies of rural people get stranded there for hours while going to the nearby Mandi.

Ganj basoda is a major wheat trade centre of the country. This railway station would also be converted as a modern railway station. There is need of Construction of an overbridge or an underbridge between Ganjbasoda at Kyonda. Mandideep is an industrial area with a population of 2 lakh which can be termed as a mini India because the thousands of labourers from Bihar and Uttar Pradesh come here but the platform is of British period. This platform should be developed immediately. There is also need of construction of either an overbridge or an underbridge at Obedullahganj-Renhati road. Obedullahganj and Budni platforms need immediate development.

The Bhopal - Rajkot Express remains stationary from morning to evening at Bhopal and if this train is extended upto Bina During this period, it will facilitate travelling to Vidisha, Basoda and Bina. The railways will also get additional revenue.

Vidisha is a world famous tourist Centre. Mahamaya Express stops at small stations but it has no stoppage at Vidisha. A stoppage should be provided at Vidisha also. The Jhelum and Kshipra Express should be stopped at Ganjbasoda which is a major trade centre. A hault should be provided at Gulalganj for Dadar - Amritsar Express. A direct train via Itarsi should be operated so as to link Bhopal with Uttar Pradesh and Bihar. The Southern Express should be provided stoppages at Budni, Obedullahganj and Mandideep. I am hearing your bell and therefore, I conclude.

(Interruptions)

[English]

MR. CHAIRMAN : Instead of five minutes if one goes upto ten minutes, all cannot be covered.

SHRI PRITHVIRAJ D. CHAVAN : Madam, I have a request. Please give some consideration to some maiden Speakers.. They are waiting.

MR. CHAIRMAN : That is too general. But for this particular discussion, all of you have decided about it.

The next speaker is Dr. Venugopal.

(Interruptions)

MR. CHAIRMAN : He is from the D.M.K. Nobody from that Party spoke. Whom I call to speak is my prerogative.

*SHRI D. VENUGOPAL (Tiruppattur) : Madam Chairperson, I thank you for this opportunity to Speak on the Railway Budget for the year 1996-97 which I welcome and support. In the Modern Indian History Dr. Ambedkar and Babu Jagjivan Ram have left their indelible mark in their work towards the uplift of down - trodden. I find Shri Ramvilas Paswan is emerging so following their footsteps. As our young Railway Minister, he with his zest and zeal valiantly fights for Social Justice.

Now, I would like to bring to light certain problems pertaining to the non-availability of proper railway service to the people of my constituency. Ambur, Vaniambadi, Jolarpet are the towns with the railway stations situated in my constituency. Important and busy rail routes like Madras - Bangalore and Madras - Bombay railway lines pass through my constituency. None of these trains even the Bangalore bound ones have stoppage in any of the three towns in the constituency. These towns have got many tanneries and leather industrial units. So, it is necessary to give a stoppage to the Bangalore bound trains at least. So I request the Rail Ministry to consider providing the optimum traffic facility to people of the constituency through which a busy and profitable railway route passes.

Recently our Railway Minister met the Members of Parliament and other representatives of people to seek their view about the preformance of Railways in Tamil Nadu. I had highlighted the plight of our district North Arcot Sambuvarayar and especially my constituency due to their being neglected by the Railways all these years. This has given rise to dismal industrial growth which almost negligible. So people from my constituency have migrated to several places in search of their livelihood. So it is high time you encourage extending more of railway lines and trains to our place so that it would contribute to industrial growth thereby making the expansion of Railways there, a viable and justified one. Tiruvannamalai Sambuvarayar district faces an acute problem due to the migration of people for want of adequate transportation facilities especially rail traffic and related facilities. If a new railway line is laid between Pondicherry and Jolarpet via Tiruvannamalai, it would enable people to go to Bangalore directly. This new rail route would give an impetus to industrial growth in and around Tiruvannamalai and would benefit the office goers and students of this areas. The new rail route I propose would benefit three different States at one go. This viable project can be taken up immediately to avoid cost overrun at a later stage. This may be completed now economically with private participation, if need be.

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* Translation of the Speech originally delivered in Tamil.

Madras may be linked with Tiruvannamalai via Kanchi puram and this would give a boost to the pace of industrial growth and economic activity in and around Tiruvannamalai. This will also serve as a viable alternative route for goods traffic because the already existing railway lines to Madras from Bombay and Bangalore are overburdened with heavy rail traffic.

You may introduce number of trains both during night and day from Villupuram to Tirupati via Tiruvannamalai. This could be a profitable and commercially viable pilgrims train.

You may also consider introducing in the pattern of suburban trains plying around metropolitan cities like Mumbai and Chennai. EMUs and DMUs run in this rural area at least on a trial basis. This would rope in more of rail users which would benefit the railways in the long run. It is needless to say that this would give rise to economic prosperity through increased industrial activity to be made possible by the Railways.

I would like to draw your attention to certain problems created by some of the level crossings situated in my constituency. Both the rail traffic and the road traffic are like the two eyes as important to the economy. So, it must be ensured that one does not come in the way of the other. In my constituency there is a level crossing at Panchaikuppam near Ambur town across the National Highways road no. 46. It is a road that connects Madras with Bangalore. This level crossing found at 73/6 Kilometers and another one that passes through Vaniambadi normally cause heavy traffic congestion after every closure. Since this is a busy railway line connecting Mumbai and Bangalore with Chennai heavy hold up of traffic have become a routine. Apart from causing great inconvenience to goods modes of transport, they lead to number of accidents. Hence I request the Hon. Railway Minister to take up this matter with the Union Surface Transport Minister and to go in for constructing overbridge in the place of these two particular level crossings. There was a survey to construct an overbridge at this particular point of the Highway and the action has not been taken as yet. On the 15th of October 1979 contacts were signed after acquiring the land needed to construct the much needed overbridge. But the completion of the scheme has never come so far. It has been kept in a cold storage for a long time now. The reasons for the work stoppage is not known to anybody. Whenever the gate of the level crossing are clossed. It is a long time before they are opened. Hence, the inconvenience caused to the public has become insurmountable. This is long pending demand of which completion is pending for a long time. This overbridge if completed at the earliest would help us to save the precious oil wasted in the from the petrol and diesel of the waiting vehicles caught in traffic congestion. Hence I again stress the need to traffic congestion. Hence I again stress the need to complete the overbridge both at Panchaikuppam and Vaniambadi. In the Tiruvannamalai-Villupuram section, at Anandhal near Thandarai railway station, there is an unmanned level crossing. The farmers and workers from the village have to go to their fields crossing the point. There have been number of accidents involving men and cattle. You may kindly upgrade this level crossing to make it a manned level crossing which would give protection to villagers while providing some job opportunities in the Railways.

Here is a proposal to close down Agaram Sippanthai railway station. The local public are very much agitated about his decision. Hence I request the Railway Minister to suitably instruct the authorities not to close down this station heeding to the public demand. I wish the railways pay attention to the representations submitted by the Representatives of the People.

I congratulate the Railway Minister again for the care he has taken to spare the common man from the hike in train fare. I wish all success to the efforts taken by Shri Ramvilas Paswan, Minister of Railways in the United Front Government. Thanking again the Chair for this opportunity I conclude my speech expressing my support to this Railway Budget.

MR. CHAIRMAN: Kindly conclude. I would suggest that you may please give the written suggestions to the hon. Minister of Railways. Unless the Members themselves decide to obey their own decision, it is beyond anybody to control the House. So, Please cooperate.

Now I call Shri Suresh Jadav.

[Translation]

SHRI SURESH R. JADHAV (Parbhani): Madam, the hon'ble Railway Minister had made many promises in his Railway Budget. But I am afraid, he will not be able to fulfil them because of financial position of his Ministry. The finances of railways are not in shape and I would like to draw the Ministers Attention to certain statistics. Since I have very limited time I would not like to go into the details. I will make some points only. There has been successive decline in the budgetary support to railways. Similarly, the share of railways in the movement of goods is declining. The railways have not been able to allocate funds under important heads because the plan outlay has not been enhanced.

The provision included for new railway lines is less by Rs.61 crore as compared to the provision of 1995-96. Similarly, the budget for doubling the railway track has been reduced by Rs.35 crore. For gauge conversions, the budget has been reduced by 343 crore and for renewal by Rs.115 crore. For electrification, it has been cut down by Rs.292 crore. Regarding freights the comparative figures of targets and achievements have not been given in the Railway Budget. The Railway Ministry has never been able to achieve the targets. During the last few years, the trend of lower achievements compared to the targets fixed has been evident. The railways are short of funds but the hon'ble Minister has made several commitments in his Budget Speech. I don't know how will he fullfil these commitments. Only the God Knows. The position will become crystol clear if the hon'ble Members go into the depth of the Budget. I have been elected from Marathwada division of Maharashtra which is a backward division.

I would like to draw the attention of the hon'ble Minister to some projects of Maharashtra. The estimated cost of Amaravati - Narked - Ahmednagar-Beed new railway track project is Rs. 182 crore. Last year a provision of Rs. 52.55 crore was included but this year this has been slashed to Rs.3.50 crore. The Ahmednagar - Beed project involved on estimated outlay of Rs.350 crore and last year Rs. 1 crore was was spent on this project. For Hansi project, only a provision of Rs. 1 lakh has been included. Marathwada is a backward region and the hon'ble Railway Minister has been very miser as far as this area is concerned. He has not paid proper attention to it.

I would like to put forth some suggestions before the hon'ble Minister. The Government should give atleast 25 percent budget in support to the railways keeping in view their role in our economy and the increasing pace of industrial development. Secondly, the Plan should provide a minimum of 15 percent for transport sector.

Madam, the railway capital should be judiciously invested in important projects. The ongoing schemes should be completed within a time bound programme. It is not very difficult to achieve the reduced freight target. We should formulate a long term scheme for goods traffic and the goods traffic should get priority over other sectors. More funds should be spent on the construction of new railway tracks, doubling, electrification of railway tracks.

Madam, their is need for checking the loss being suffered by Railways because of ticketless travelling. More funds should be earmarked for he areas having greater railway traffic. The loss suffered by the railways in discharging the social obligations should be compensated. This practice is vogue in some foreign countries. The Railway Board should be given an autonomous status and the railways should be converted into a commercial undertaking.

More funds should be provided for the ongoing railway projects of Maharashtra so as to complete them as scheduled. The position of Railways in Marathwada and Vidarbha is not satisfactory. The trains which passes through my constituency Devgiri has only two general bogies which should be increased to four and the number of A.C. coach should be increased from one to two. This train goes upto Mumbai via Secunderabad, Jalna and Aurangabad. I would urge that one more train should be introduced. The Nanded - Amritsar train which operates once in a week should be operated thrice a week.

There is imperative need for constructing an overbridge at Krishivigyan Peeth in Parbhani. This project should be incorporated in the present Budget. One-A.C. room should be provided at Parbhani railway station.

Madam, these are my suggestions and I hope the hon'ble Minister has noted them and will take action as suggested by me. With these words, I conclude.

[English]

SHRI SANAT MEHTA (Surendra Nagar) : Hon Chairperson, I would like to make four points. Lot of additions were made here many demands were made. I do not want to make a demand which will increase the cost of the railway department. But I am very much grieved to say that in my area, three ordinary proposals have been made. In one case, because my constituency is located on Rann of Kutch and is producing 2.1 million tonnes of salt every year, a short railway siding conversion was demanded. We persuaded the salt manufacturers to share the cost of the conversion. A meeting was held by the railway authorities in which the Salt Commissioner and the salt manufactures were present wherein it was agreed by the selt manufacturers that in order to meet the cost of this conversion, they will pay for five years the fare for a longer route so as to recover the cost by the railway department. After the meeting, the minutes were drawn and it was found later that the sharing cost proposal was not even reflected by railways anywhere in the Budget nor any promise given.

I am thankful and I congratulate Shri Ram Vilas Paswan that he has taken a new thrust in regard to the backward areas as far as the Railway Budget is concerned.

I want to draw his attention to the fact that in Gujarat, a large area of Saurashtra is backward and all the development of railway is concentrated on the main line between Bombay and Delhi, and between Ahmedabad and Delhi with the result that there is no industrial development in Saurashtra. A railway line conversion between Rajkot and Versaval in Saurashtra is being demanded since the days of Shri Scindia. But a meagre amount of money is being provided every three years. I want to make a proposal to the Railway Minister. If you can promise Gujarat that this railway conversion will be completed as early as possible, perhaps, Gujarat will come forward to contribute to the bonds of the Railway Finance Corporation. I may point out that as far as Gujarat is concerned, in the past when we wanted money for the Sardar Sarovar Project we had approached the Reserve Bank of India.

have a circular wherein the Reserve Bank of India has said:

> "We have recently reviewed the existing policy and it is proposed to allow primary cooperative banks to invest their surplus funds up to ten per cent of their deposits in the bounds of public sector undertakings subject to certain conditions/safety measures etc..."

Madam, from this point of view, for the Sardar Sarovar Project, in one year, we had mobilised Rs.153 crore. I do not understand why the Railways is not taking a prompt action to mobilise funds from the urban cooperatives as my friend Shri Ram Naik had suggested for Maharashtra. The urban cooperative banks of Gujarat have Rs. 1400 crore surplus every year and ten per cent of it can be invested in the bonds of the Railways by which they will be very easily able to collect Rs. hundred crore every year. But the Railways is all the time depending on some grants of the Finance Department of some other methods. I appeal that if this method is evolved, perhaps, in Gujarat many more conversions and fast development can be achieved.

We have seen that the Report of the Railway Fare and Freight Committee has said:

> "The scope for mobilising large scale resources, large scale internal surpluses by raising tariff is limited due to the proven shift of the demand from the Railways"

This opinion is before us. Why are we making a Jugglary of increasing five per cent and ten per cent here and there?

If you look to China m China, in 1990, before six years the Chinese Railways lifted four times the freight traffic than the Indian Railways which has just about the same number of wagons. One of my friends on the other side was mentioning that we have less wagons. But let us understand that in China, with the same number of wagons, in 1990 the railways could handle four times the freight traffic. What was the crux of the problem? The trick was, as on the Indian Railways the former had a engine fleet of 50 per cent more than that of India. With only 50 per cent more fleet of engines than that of India, if China can Handle four times the freight traffic than the Indian Railways, why can the Indian Railways not take up this kind of a challenge? I think, for that, if a proper proposal is made to the Planning Commission or to the Finance Department, they will be very eager to support it.

Now, I come to the last point. If this proposal in accepted, what will happen? From 1992-93 to 1996-97, our gross traffic receipts have increased only by 14 per cent. It has increased from Rs.15,600 crore to the estimated figure of Rs.24,000 crore in 1996-97. If we can adopt the practice and the system of the Chinese Railways, I can say that we can easily increase it by 25 per cent. If we had increase the freight traffic by 25 per cent, our income, instead of Rs.24,800 crore, would have been Rs.30,000 crore. It would have added not less than Rs.6000 crore to us. If this Rs.6000 crore had come, then, a lot of clamour which is being made in this House now for small small allocations would not have been there.

Let Shri Ram Vilas Paswanji take the thrust further. He has tried to break the bureaucracy of the railways. He has to also attempt the mobilisation of finance. There are ample opportunities. India has the capacity. A State like Gujarat which is contributing 20 per cent of every year's capital market contribution, why can he not consider mobilisation of this?

With these words, I appeal to Shri Ram Vilas Paswanji to look to this aspect and see that backward areas like Saurashtra also get the benefit.

I would make the last point. Then years before, the railway station of my constituency was shifted from one place to another for a broad gauge connection. One lakh ten thousand square metres of land is lying there at ease, all the structure sas lying at ease. People have been using that land for undesirable purpose for the last ten years. The rate of this land in the city market is Rs.1,000 to Rs.1,500 per square metre. I am ashamed of it because people are using it for undesirable purpose. They are gambling and using it for going to latrines. The whole area is in the heart of the city. I do not understand why this land is not being developed and why money is not being raised. If this kind of attitude is continued by the railway authorities, it will never have the resources. They will have to go to this way, as my friend has said. If a project is of Rs.3 crore, you provide Rs.1 crore or so. That is not the way. I hope Shri Ram Vilas Paswanji will take this matter into cognisance and implement it.

SHRI ANIL BASU (Arambagh): Respected Madam Chairperson, I thank Shri Ram Vilas Paswanji through you, for presentation of a very balanced growth-oriented, pro-people and pro-common people Railway Budget.

I am one of those unfortunates Members who comes from a constituency where there is not a single kilometre of a line. In the Railway Budget presented to the eleventh Lok Sabha, people of my constituency had a great hope that Shri Ram Vilas Paswanji would announce something. On page 27 of his Budget speech, he has mentioned about the extension of railway line between Tarkeshwar and Arambagh. He has ordered a survey of that railway line. But we, the Members, know that such surveys are just rituals. If proper attention is not paid to this by the Minister of Railways and the Railway Board, the survey work will continue for decades and no result will come out from that survey. So I request the hon. Minister of Railways to consider the plight of the people.

SHRI RAM VILAS PASWAN : Was any survey done earlier in your constituency?

SHRI ANIL BASU : A survey was done in the year 1983-84 when Shri Gani Khan Choudhury was the Minister of Railways. A survey was started but that was frozen by the Railway Board. Never was this mentioned in this House that a survey would be undertaken, never has it been mentioned in the Budget speech of the Minister of Railways. This year, people of my constituency are lucky that Shri Ram Vilas Paswanji has taken the burden of the people of my constituency who have been demanding for a railway line for the last so many years. Even during the British days when the East India company was there, a survey was conducted for an extension of a railway line to that area. Unfortunately, that has not seen the light of the day.

You are very much aware of my constituency. My constituency is one of the great places of our country. Arambagh was a very very strong area of freedom struggle. Great and illustrious sons of our country like Raja Ram Mohan Roy, the good great social reformer, Pundit Iswhwarchandra Vidyasagar, Gurudev Ramkrishna, hail from this soil. So this soil is on the one hand one of the strongest centres of freedom struggle. On the other hand centre of social, educational, cultural and religious reform of our country. But it has been neglected by the Railways since independence. Now I would urge upon the Railway Minister to see that the survey is completed within a scheduled time frame and in the supplementary budget some fund is provided for taking up construction of the railway line.

In a letter his predecessor Shri Jaffer Sarief informed me that because two bridges have to be constructed and the construction cost of the bridges is too high they cannot take up the construction of the railway line as the Railways have a constraint of fund. My submission is that the construction of the railway line from Tarkeshwar to Arambagh can be undertaken in phases. From Tarakeshwar to Chapwadana, in the eight kilometre stretch, no bridge in required to be constructed. So you can take up these eight kilometres where no bridge need be constructed. Then the bridges can be constructed in the second phase and subsequently the stretch from Arambagh to the rest of the line can be constructed. It is a 31 kms railway line from Tarakeshwar to Arambagh. My submission is that the construction of this railway line should be given priority.

Many questions have been raised by the Members. They can be sorted out at the zonal railway level. Earlier there was a procedure that the zonal managers of the zonal railways used to convene meetings of the MPs to discuss the problems of their constituency and to take some remedial measures. That process should be introduced again. During inter-session time we get some time to discuss matters of our constituency with different authorities. The Railway Ministry and the Railway Board should instruct the zonal railway authorities to convene the meeting of the MPs, so that they can put up their views, the problems of their constituencies to the authorities concerned. In this regard I must appeal to the Railway Minister to see that some delegation of power is also done. Because the railway network is extended in such a big way that it is not at all possible to approach the Railway Board every time to get the sanction of even some small schemes. So there should be some delegation of power to the Zonal Managers. I do not know whether the Zonal Managers have powers even to recruit one Chaprasi. They do not have that power. They do not have financial and administrative power. For everything they have to seek sanction from the Railway Board. Why such a practice should be allowed in such a big organisation? I would urge upon the Railway Minister to see that some power is delegated from the Railway Board to the zonal railways so that the Zonal Railway Managers can do something in their respective field.

My third point is regarding suburban railways. In the suburban railways responsibility should be fixed on the different authorities. In the Howrah Station, a lot of delay is occurring in expect of trains which are approaching Howrah Station because every train has to be halted near the carshed to get the platform clear. Why such delays are occurring? Because the root relay system is there which was set up in the year 1964 with the Japanese equipment. That has not been repaired or overhauled for the last 32 years.

That is one of the causes of the delay of the trains which are approaching the Howrah Railway Station, another thing which happens very frequently in the Tikiapara locoshed is that the maintenance is not done by the Railways but by contractors.

The sleepers that are there beneath the railway lines are hundred years of age. *(Interruptions)*

MR. CHAIRMAN : Kindly conclude.

SHRI ANIL BASU : When the locomotives are going to the shed for maintenance, frequent derailments take place there. Even the nails required to fix the rails on the sleepers are not available. So frequent derailments are going on, the locamotives are derailed and again the locomotives have to be brought on the railway line and put on the axle. Some three to four months ago there was a very dangerous accident when one of the express trains - Bhauli Express - was approaching the Howrah Railway Station. There was a derailment. Why? It was there because the maintenance was poor. There are two types of railway lines : 52 kg lines and 60 kg lines...*(Interruptions)*

MR. CHAIRMAN : Please do not go to such lengths.

SHRI ANIL BASU : Nobody is caring for this difference in weight at conjunction points. One is thicker than the other. But what is happening is that the persons working there are putting two different types of rails together - and there is always a gap: always a difference in weight - then the derailment takes place.

Sometimes, twelve-foot sleepers are used where nine-foot sleepers can do the Job. Such a type of misuse of resources is also done in various parts of the Railways. That should be taken care of...*(Interruptions)*

MR. CHAIRMAN : Please give the rest to the hon. Minister in writing. I will call the next Member.

SHRI ANIL BASU : I would like to mention two very important points. We have already written so many letters to the hon. Minister.

MR. CHAIRMAN : If I allow you for making two more points, then I will have to allow others also.

(Interruptions)

SHRI ANIL BASU : Constantly, representations are being made by the railway passengers to the Zonal Railways but no repairing work is undertaken. This is a problem which hundreds of commuters are facing. The Railways are not repairing that over-bridge at Baidya bati statition.

My last point is that the Suburban Railway Passenger Confederation, which is a registered body - and unfortunately I happen to be the President of the union - consisting of 137 railway passenger unions should be given recognition. Annual Conference are held by this Confederation which are attended by the Railway officials. Even GMs attend these Conferences.

MR. CHAIRMAN : You have made your points. Please conclude now.

SHRI ANIL BASU : I only request that recognition should be given to this confederation so that the grievances of the suburban railway passengers could be channelised in a proper democratic way.

MR. CHAIRMAN : Now, I call my sister Kumari Frida Topno. I appeal to you not to disturb her if she crosses the time limit a little because Frida is always very nice.

01.00 hrs.

*KUMARI FRIDA TOPNO (Sundargarh) : Madam Chairperson, thank you very much for giving me the opportunity to participate in the discussion. I rise to speak a few word in the Railway Budget 1996-97 presented by the Hon'ble Railway Minister Shri Ram Vilas Paswan.

Madam, Railway is the largest public sector undertaking in the country. Railway is the life line of the nation. So, the development of the country mainly depends on the development of Railways. As the time at my disposal is very short, I would like to confine my speech to some of the main problems of the Parliamentary Constituency Sundargarh in Orissa. At the out set, I thank the Hon'ble Minister for creating a separate Raiway Zone exclusively for Orissa. The Minister has said in his speech that the Headquarters of the new Zone would be located at Bhubaneshwar, the capital of Orissa.

Sir, when the demand for creating new Zones were made by the State Government, the suggestions had been made to create two zones, one at Bhubaneshwar and other at Rourkela. Actually the distance between Rourkela and Bhubaneshwar in about 1000 Km's, so, while I thank the Hon'ble Minister of Railways for creating a separate Raiway Zone of Bhubaneshwar, I would also like to request him to consider another Raiway zone by carving out some areas from Chakardharpur and Bilaspur Railway division. The Headquarter of the new Zone can be established at Rourkela. The Sambalpur Railway Division can be brought under the Rourkela Zone.

Madam, I would like to draw the attention of the problems of the people of Rourkela. Three coaches were attached with Nizamuddin - Sambalpur-Hirakund Express from after bifaction at Jharsuguda since last Two years. People coming from Rourkela were able to come to Jharsuguda by those coaches known as Link Express. It was coming back to kharsuguda one hour after reaching at Rourkela Sation carrying passengers from that place. The Sambalpur passengers were again coming back to Jharsuguda for going to New Delhi by the remaining coaches. Thus the link Express was providing a great benefit to the passengers from Rourkela. Now they are facing a lot of difficulties as we do not have any other communication facility after the withdrawal of that arrangement. I, therefore, urge the Minister to restore the previous arrangement in the interest of the passengers of Rourkela's side.

Similarly Madam, I would like to request the Hon'ble Railway Minister to introduce a Link Express for the passengers of steel city Rourkela to got to Tatanagar to catch the Tata-Amritsar Express. As you know madam, Rourkela is just like mini India. People from every State are found there. There is a sizeable Sikh population in Rourkela. They will be greatly benefited if the Link Express is introduced from Rourkela to Tatanagar to enable the passengers to catch the Tata-Amritsar Express. The Down passengers can aslo come to Rourkela by that Link Express.

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* Translation of the speech originally delivered in Oriya

Madam, Sundargarh is the Headquarter of my district as well as of my Parliamentary constituency. It is not connected by train. But a large number of people either go to Jharsuguda or Rourkela to catch Delhi-Calcutta-Bombay and Madras bound trains. They go to any of these two places to book their reservation. A Railway booking counter should be opened at Sundergarh to enable these passengers to book Reservation for the trains going to all the metropolitan cities. Quota should be provided in all those long distance trains.

Then Madam, I want to speak a word about Rourkela-Bimlagarh-Talcher Rail Link. The people of Orissa have been demanding for the construction of this Rail Link for past 30 years. The distance between coastal and Western Orissa will become shorter if this link line is constructed. It will provide direct rail connection between the coastal Orissa and the hinter land of Western Orissa, particularly between the State capital Bhubaneshwar and the steel city Rourkela. Since the sunny work of this line has been completed since long, I request the Minister to consider the Construction of this line during 1996-97 financial years.

I would like to say a word about the need to construct the Foot over bridges at Himgiri and Jareikela Railway Station in my Constituency. The Himgiri Railway Station is under the Administrative control of Bilaspur Division whereas the Jareikela Railway station is under the control of Chakardharpur Railway Division. I have met and discussed with the DRM's of CKP and Bilaspur about the need to construct level crossings between these two divisions and also to construct footwear bridges in these two Railway stations viz. Himgiri and Jareikela. I met the General Manager, Calcutta also in this connection. I have also met the Railway Minister while I was a Member of 10th Lok Sabha. But it is regrettable that this minor work has not been done so far. Two to four people are dying untime death every year after they meet with accidents in these two sations every year as there is not food over bridges in these stations. I had also raised this matter while participating in the Railway Budget speech last year. Since this is a small but important demand. And there was Rail Roko agitation. I request the Hon'ble Minister to implement this proposal at the earliest.

Madam, the people of Rourkela have been demanding for the construction of a flyover at Kukuda gate in between Banda menda and Bira Railway station and also another at Basanti Colony near Rourkela Railway Station. I have been also making this demand since the time of my election as a Member of 10th Lok Sabha. The Local People are very much agitated over this issue. I hope the Hon'ble Minister will consider this demand.

Lastly Madam, there is demand since long to set up a wheel & axle plant at Rourkela. I request the Hon'ble Minister to set up this plant during 1996-97 financial year.

With these words I conclude my speech.

SHRI SHIVANAND H. KOUJALGI : Madam Chairperson, I welcome the Railway Budget presented by the hon. Railway Minister. I will not take your precious time. Firstly, I will congratulate the Prime Minister and the Railway Minister for sanctioning the railway zone to Karnataka but unfortunately, the Headquarters is made at Bangalore. The Zone ought to have been sanctioned at Hubli. I bring to your notice that the Prime Minister, when he was the Chief Minister of Karnataka, had suggested that railway zone should be sanctioned to Karnataka with headquarters at Hubli. Even 23 MPs of Karnataka have suggested that zonal headquarters should be at Hubli.

01.06 hrs.

(Shri P.M. Sayeed *in the Chair*)

Hence it is requested that the zonal headquarter be changed from Bangalore to Hubli.

Secondly, as Shatabdi Express is a superfast train, I request that it should be extended upto Belgaum.

New trains from Bangalore to Bombay should be started.

Fourthly, I am glad that expansion of modernisation of Hubli railway workshop is sanctioned and Rs. 53 crore is earmarked for that purpose. I request that that work should be started during this year itself and Rs. 10 crore be made available for that purpose.

I request to carry out a survey for a railway line from Belgaum to Darwar via Kittur, Bailongal, Sogal and Yellamanagudda. Bailongal is a cotton business centre. Kittur is famous for freedom fighters where Channamma fought against the British. Sogal is a tourist centre and Yellamanagudda is a pilgrim centre. Hence by converting this new railway line, about 62 kilometres will be made less from Belgaum to Darwar. Hence, I request that taking into account that they are a place of freedom fightes, a tourist centre, a business centre and a pilgrim centre, a plan for a new railway survey should be taken up during this year itself and the work should be started.

At Belgaum, construction of over-bridge is very essential. When Mr. C.K. Jaffer Sharief was the Railway Minister, he had ordered for taking up the work of construction of over-bridge at Belgaum but unfortunately, that work has not yet started. I request that it should be taken up immediately.

Lastly, modernisation of Belgaum railway station is very essential. For many years, people of Belgaum are requesting for modernisation of the railway station which is very essential. Mr. C.K. Jaffer Sharief had visited Balgaum and had promised that he will take up that work immediately but unfortunately, that work has not been taken up. I request the hon. Railway Minister to take up this work during this year itself.

[Translation]

DR. G.R. SARODE (Jalgaon): Mr. Chairman, Sir, this Railway Budget does not appear to be the budget of Ram Vilas ji because I have seen his work during the last five years. He has great affection for the poor and the backwards but this budget does not reflect this affection in anyway. That is why I say it is not Ram Vilas ji's budget, it can be the budget of the United Front of the Railway Board. Maharashtra has been totally neglected. The former Railway Minister who came from Maharashtra had laid foundation stones of many projects. A survey was conducted for the Manmad - Nardhana railway track. Similarly a survey for converting Pachaura - Jamer narrow gauge line into broad gauge line was conducted but no provision has been included in this budget for this project. He has made a mention in his budget speech of survey of Manmad-Nardhana Line but Pichaura - Jamer line has been lift out. This should be looked into.

There is large traffic on Bhusawal - Surat sector which is a backward and tribal area. This is a single line and it should be doubled and electrified. He can generate funds by starting a new train on Nagpur - Ahmedabad line.

About 50 buses operate daily between Mumbai and Bhusaval and there is heavy rush of traffic. All the trains stop at Bhusaval railway station but there is no room available in them. The local G.M. has expressed the need of running an Express train. I would humbly request that an express train should be operated on this route. It will generate good revenue for the railways.

Rajdhani Trains are operated between Delhi and Mumbai and between all the prominent places, but they run on western routes. I would urge that they should run on central line. Presently the Rajdhani Express goes upto Bhopal. Large passenger traffic will be available if this train is extended upto Mumbai via Etarsi, Bhusaval and Manmad.

The Howrah - Delhi Janta Express train had been concelled but action has been initiated to restore this train. The Bhusaval-Mumbai 350 Up and 350-down passenger train used to operate for the poor people which has now been withdrawn. This should be restored and the railways can have large passenger traffic.

Small farmers complain that they do not get small wagons. The banana loaded rake comes to Delhi daily. No rake is available for Levy Sugar for a period as much as one month. I would request that more wagons should be supplied.

Previously, inspection of C.N.W. used to be conducted at every station to obviate any accident. But due to austerity measures, the guard room has been withdrawn from goods train and now the guard sits in the engine. Guard room should be attached to every train from safety point of view.

I demand that the Express and Mail trains should have as many unreserved bogies as sleeper bogies because maximum passenger traffic is of poor people. These two types of bogies should have different colour because the poor people cannot distinguish these bogies and occupy reserved bogies.

Two bogies which have been withdrawn from Bhusaval - Mumbai Sevagram Express should be restored. Similarly the two bogies used to be attached to Gorakhpur-Dadar Express have been withdrawn. They should also be restored. I thank the hon'ble Minister for providing a stoppage of Karnataka Express at Jalgaon. I would like that other super fast trains particularly Geetanjali Express and Goa Express should also be provided stoppage at Jalgaon.

Sir, the Hon'ble Railway Minister has made mention of 16 lakh railway employees but he has not said anything about the facility but he has not said anything about the facility given to them after retirement. I would request that they should be given some free travel facility, with an attendent in second class and first class after retirement as was available to them while in service. The serving employees get 6 P.T.D. annually but this facility is withdrawn after retirement. I would request the hon'ble Railway Minister to consider giving them 3 P.T.Os annually. He has hiked the passengers fare by 10 percent but he knows that railways are the cheapest mode of transport. A banana loaded rake comes to Delhi from my district but the banana has not been exempted from the hike in the freight has been done in case of other fruits and vegetables. The reason for this is said to be that banana is not treated as fruit. I would request that banana should also be treated as fruit and given the freight conversion. Bananas are transported by railway rake and is allowed 30 percent partial rail concession. This should be reduced and wagon rate fixed.

Sir, Nasirabad and Kekari overbridges have been sanctioned on Mumbai-Napur section of national highway in my area but no provision has been included in the budget for these two bridges. The estimated cost of both the bridges is Rs. 8 crore. The Maharashtra Government has written a letter to the railways that if they are unable to provide funds for these two overbridges they can get these bridges constructed by private parties.

Sir, my last demand is that four berths should be reserved in Second A.C.C. of Karnataka Express at Bhusaral Station because six hon'ble Members board this train from Bhusaral for Dellhi and there is no arrangement for their reservation.

[English]

SHRI V. PRADEEP DEV (Parvatipuram): Respected Chairman this is my maiden speech and I must express my gratitude to you for giving me this valuable opportunity to say a few words on the Railway Budget presented by the Government. I have totally pruned down my speech because of a very little time available, at my disposal.

At the outset I wish to complement the hon. Minister of railways for so lucidly explaining to the House the problems of the Railways and presenting the Railway Budget. Some of the measures he has proposed in the Budget reflect his concern for the speedy development of the backward regions of the country. Since my constituency Parvathipuram in Andhra Pradesh, having a large tribal population is also located in one such reagion this is of great interest to me.

While the programme proposed in the Budget is indeed ambitious and is beneficial to some regions in the country I must admit that its impact is going to be negligible when it comes to a backward constituency like mine or for that matter, even for a large State like Andhra Pradesh. The Railway budget presented to the House provides only sops to my State. It is disappointing that an important and large State like Andhra Pradesh that contributes huge revenues to the Railways does not get adequate attention in the present Budget. Without adequate transportation outlets and other infrastructure amenities constituencies like mine will continue to languish and remain backward and underdeveloped for ever. Before I deal with this I wish to make a few general observation on the Budget itself.

Sir whenever it becomes necessary to raise finances it has become customary for the Government to got in for the soft option of increasing the tariff rather than taking advantage of the scope and exists for savings through efficiency improvements and curtailment of avoidable and unproductive times of expenditure. While the hon. Railway Minister has indeed made out a strong case for raising resources through tariff increases I do not find in his speech the same emphasis on and concern for measures to control the operational costs of the railway system. Unless the Railway Board takes all round measures to contain its costs rationalise its operations and adopts prudent financial practices, I am afraid that it will not be possible to expand its operations on a large scale to meet the emerging challenges. In the long run, the worsening financial position of the Railways can adversely affect not only its efficiency but also but also the minimum standards of safety that are expected to be maintained.

Sir, I understand that there are many areas in which there is scope for reducing the costs and enhancing the operational efficiency in Indian Railways. For example, there is considerable scope for enhancing the utilisation of the capacity of the available assets such as locos and wagons that can contribute to an overall reduction in the operational costs without the railways having to make any major investment.

Taking a specific example, I understand that the average speed of goods traffic movement in the country and stagnated around 22-23 kilometres per hour over the last 25 years. On the other hand, we seem to have progressed a great deal in introducing superfast trains in many parts of the country. Experts say that the large speed differential in our railway system, coupled with inadequate track facilities, has made it difficult to speed up the goods traffic any further. I am not against the introduction of superfast trains. However, along with the introduction of fast moving passenger traffic, the Railways should also speed up the movement of goods traffic that is so vital for the economy. If turn around time goods traffic can be reduced by even 10 per cent, the freight carrying capacity of the Railways can increase enormously and thus will not only reduce the unit cost of freight movement but also add significantly to the receipts of the Railways.

Sir as a result of several factors that include wagon shortage poor customer service and high turn around time the Railways are steadily losing ground to road transportation. Apart from losing revenue it has much wider implications for the economy as transportation of freight by road consumes about seven times the quantity of diesel compared to railway transportation. It is unfortunate that the proportion of road transportation in the case of important commodities like coal etc., has been increasing year after year. It is necessary for the Railways to gear itself up to meet the requirements of its customers by simplifying its booking procedures improving customer service and if necessary offering even wagon loads instead of rake loads depending on the needs of the individual customers.

Sir another area of concern is the fact that many projects initiated years ago are lying incomplete and unproductive. There is no emphasis in the Budget on completing such projects. This is a case of locking up large investments without securing any return from such investments for years together. Instead of spreading its resources too thin the Railways should prepare an action plan for completing all its works in progress over the next three to four years. This alone can reduce the overall capital-output ratio of the Railways.

Sir, before I conclude I wish to draw the attention of the hon. Minister of Railway about the following urgent and important requirements of my constituency and State.

There is a immediate and urgent need for introduction of a Return DMU (Diesel Multiple Unit) Train from Parvathipuram Town Station to Visakhapatnam Station.

The halting of all Express Trains passing through Narsipuram Station, which is on the Visakhapatnam-Rayagada route, which is also a major Panchayat Headquarter and a major regional centre.

The upgrading of Parvathipuram Town Station into Model Station, because of its economic importance since it is a very big trade centre. It is a link station between two major States, Andhra Pradesh and Orissa and it happens to be my constituency headquarters.

A New superfast train from Visakhapatnam to Vijayawada. It should leave Visakhapatnam at 10 p.m. and reach Vijayawada at 5 p.m.

A new superfast train from Visakhapatnam to Hyderabad. This train should leave Visakhapatnam at 10 p.m. having two halts — one at Vijayawada and one at Kazipet and reach Hyderabad by 6 p.m.

I would request the hon. Minister of Railways to fulfil the assurances given to me as a result of my various letters addressed to him.

I would like to thank you once again, Sir, for the time given to me for making my maiden speech on the floor of the House today.

[Translation]

SHRI SHATRUGHAN PRASAD SINGH (Balia) (Bihar): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to make my maiden Speech in the Supreme Institution of our democratic setup. Sir, I come from a backward area. We have Bagurai-Barauni industrial area from where dozens of trains start. Many of them terminate at Mujaffarpur, some at Samstipur and some at Patna. Our very popular hon'ble Railway Minister has announced extension of Pulol-Varanasi Pawan Express upto Mujaffarpur but I would request him to extend this train from Mujaffarpur to Barauni. This will benefit our area considerably. He has increased the frequency of Madras Mail from Patna once a week to twice a week. The heart patients, Kidney patients who want to go to Vellore for treatment experience great hardship in reaching Patna. So I shall request if a mail train for Madras from Barouni is introduced. Similarly Shaheed Express should also be extended upto Barauni. All these three trains are very important trains and I have no other demand in this regard the people of Garhara have been agitating for the last two years for sanctioning a diesel locoshed which was assured by the Railway Board for which 5000 acre of land has been acquired and is lying unsused. Barauni junction is a very suitable place. The diesel loco-shed which was to be setup at Barauni was shifted to Gonda after examining its feasibility.

Sir, the hon'ble Railway Minister's native place falls in Alauni Vidhan Sabha constituency under my Parliamentary constituency. He has promised a survey of Khagaria - Kusheshwar track. Sheharbani is the place of birth of hon'ble Railway Minister. I would request him to take this railway track via Phultora and Medhana along the Gandak. Otherwise the 40,000 odd dalits of our area will not be impressed because this is the most backward area. One of my sisters was requesting Ram Vilas ji to adopt her legally and take her to Bihar. If Ram Vilas ji talks of Sheharbani, Phultora, Alauni, backward Bihar, people malign him. It is said that the Railway Minister who came from Bihar proposed a zonal office of Bihar but Ram Vilas ji announced it and implemented it. It is Ram Vilas, the first son of any Dalit who felt the need of Bihar and made this announcement. Bihar did not get anything during the Congress rule ofter the Britishers left. Some of the hon'ble members are making politics of the announcement of opening a regional railway office in Bihar, they are prejudiced.

There are many small railway stations on Bakhari-Salona line. Bakhri Bazar has many small scale industries from where shopkeepers have to lift their goods to Begusarai. All the narrow gauge lines from Sagarhia onwards should be converted into broadgauge lines. The roads which are under the administrative control of the railway administration and which have been damaged, whether it is Salauna road or Bachwaro road or Barauni junction road should be repaired by the Railway Board and a scheme should be formulated in this regard.

The Barauni junction has no shed and during rains ceilings etc. get spoiled. Sheds should be provided at Khagaria station and Barouni junction from exposure to rain to protect food grains, cement, fertilisers etc.

My last demand is that Vaishali train should be extended upto Vaishali. My borther Rambahadur I was talking of Vaishali Express. It is the name of the trains. A mention of Vaishali republic is found in our history but this train does not go up to Vaishali. Vaishali and Hazipur are two important places of our area. There has been a demand since 1902 for a Vaishali-Sugauli railway track. This is a densly populated area and many VIPs including the President, Vice President, Prime Minister and other dignitaries visit this place. This Historic place is the place Mahavira and Buddha.

There are several Hindu Temples on the road leading to Sugauli. Arerar is a very famous place. It is a Buddhist circuit. If a railway line is not constructed from Hazipur to Sugauli *via* Vaishali, Vaishali will a remain only for natmesake. So, I would request that surveying of Hazipur-Sugauli railway track should be undertaken which should be time bound. With these words, I once again thank the hon'ble Railway Minister who has shown courage through this budget to improve the condition of Bihar.

SHRI S.P. JAISWAL (Varanasi) : Mr. Chairman, I thank you for giving me an apportunity to speak on the Railway Budget. I represent the Varanasi constituency which is the most important cultural city of India, which is the place of birth of Sant Kabir, Goswamji Tulasidas, tailang Swamy, Harish Chandra and several other saits and litterateurs and I would like to express views on the railway budget in that context.

In my opinion, the railway budget is inflationary and will not force the pace of development. Recently, prices of diesel and petrol have been hiked and now an inflationary railway budget has been presented. This will lead to price rise.

The 10% increase in freight will push up prices. Instead of increasing fare and freight, he should check corruption, loot, bunglings, complacency and irregularities, abserve austerity and increase efficiency. This will augment railway revenue.

Sir, the plaeating budget presented by Shri Paswanji is in fact hollow. The late-running of trains greatly inconviniences the passengers. He has no remedy for it. I would suggest that passenger should be paid compensation for the delay.

Sir, it is good that the hon. Minister has not increased second class fares, but the trains going to Bihar from Varanasi are alway overcrowded. 400-500 passengers with valid ticket travel on train roofs, bath-rooms, toilets. There is need to increase the number of passenger trains, to add more second class bogies for those going to other states in search of livelihood.

Sir, I would like to say that the hon. Members have made many suggestions and it will not be possible for the Railway Minister to implement them even if he spends the entire railway budget. The budgetary support which was 70 percent last year has been reduced to 19 percent. All the hon. Members should impress upon the Prime Minister and the Finance Minister to increase the budgetary support to 50 percent. I would urge the hon. Railway Minister to stress this point and we are with him.

The hon. Minister has announced creation of new Railway Zones which reflects some influence of the World Bank. The creation of these Zones may be good but they should not be overstaffed and unnecessary expenditure should be avoided.

Regarding increase in freight, 10% surcharge will increase competition with surface transport. Even today, people prepare movement of goods by trucks because they provide better facilities and charge lower freight. The 10% increase will reduce railway goods traffic. The revenue will durable. I would, therefore, suggest this should be reduced to 5%.

Sir, I heard the budget speech yesterday. Now I would like to take up the problems of my constituency.

MR. CHAIRMAN : No, no. Your Varanasi constituency is very large. Please conclude.

SHRI S.P. JAISWAL : Sir, I will take up only main problems of my area and then conclude. I had had a meeting with hon. Prime Minister as well as the hon. Railway Minister following the day of securing confidence vote in this stonse and gave in writing my demad for construction of railway overbridges at Varanasi, Bhatwari, Lahartara and Alaipura railway stations, because the population of Varanasi has increased considerably and the traffic remains stranded at the railway crossings for hours together. He had accepted the demand and said that 50% cost would the shared by Uttar Pradesn Government. Now, since Uttar Pradesh is under President's Rule, I would request the hon. Minister to share this 50% cost also. Sir, Varanasi is surrounded by rivers from three sides. These bridges are therefore, very necessary.

MR. CHAIRMAN : Please conclude now. You have taken much time.

SHRI S.P. JAISWAL : Sir, I am just concluding. Varanasi is the trade centre for silk, carpets and saris and therefore, a stoppage at Bhadoi of all the trains bound for Delhi and Calcutta is necessary. Reservation facility should be provided at Bhadoi Station. The 4247 and 4248 Calcutta - Varanasi-Pawani Express should operate as hitherto. The Durg-Varanasi-Sarnath Express should be extended upto Muzaffarpur and Chapra. The Varanasi cantonment and Kashi railway stations should be beautified.

Sir, special trains should be run for pilgrims of Ayodhya, Mathura, Gaya, Kashi, Ajmer-Sharif and Amritsar and they should be allowed 75% concession in the fares. There is need to start a direct fast train between Varanasi and Bangalore. A night super-fast Express should be introduced from Varanasi to Delhi and via-versa.

The Varanasi-Diesel Locomotive Factory has made us self-sufficient and two of the 38 engines produced there have been exported to Srilanka and some are being sent to Burma. The production of this factory and other factories should be augmented. The persons whose lands were aquired for this Locomotive Factory should be paid compensation and thier wards given jobs in the factory.

Barricading is being done at the railway level crossing on Varanasi-Chunar-Mirjapur road as a result of which 40 kilometer round about more distance is required to be covered. This should be withdrawn. With these words, I conclude.

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr. Chairman, I thank you for giving me an opportunity to speak on the Railway Budget. I do not want to repeat what has already been said here. I would certainly say that the hon. Railway Minister has paid some attention to Bihar this time and I congratulate him. It had been neglected during the last five years. However, Bihar has some basic problems which I would like to mention here. Monghyr is my constituency and is a place of historical importance. He knows this. In 1952, when Pandit Nehru visited Monghyr, he had said that there ought to be a rail-cum-road bridge over the Ganga between Monghyr and Khagaria because he saw thousands of people sailing by boats to attend his meeting being held at Lal Darwaja.

Again in 1971, Shrimati Indira Gandhi visited Monghyr and announced construction of a rail-cum-road bridge at Monghyr. During the Chief Ministership of Shri Chandra Shekhar, Shri Rajiv Gandhi, who was general secretary, visited Monghyr with the Chief Minister and while addressing a general meeting at Palo ground had said that there ought to be a bridge over the Ganga at Monghyr. I would like to remind the hon. Railway Minister of his promises. I attended at least two of his general meetings. He had also said that there aught to be a rail-cum-road bridge and that he would struggle for it. He had said that if he were the Union Railway Minister, he would have constructed this bridge. I am sorry to say. *(Interruptions)*

SHRI RAM VILAS PASWAN : You are saying this inspite of the fact that I am being accused for favouring Bihar.

SHRI BRAHAMANAND MANDAL : The people of Monghyr have been struggling continuously. The Deputy Chairman of the Planning Commission Shri Pranab Mukherjee had given a written assurance that this project will be included in the 1995-96 budget and that an agreement about sharing of outlay between the Railway Ministry and the Surface Transport Ministry has been reached. Still, there is no mention in the budget of the proposed Monghyr bridge.

SHRI RAM VILAS PASWAN : When did he say this?

SHRI BRAHAMANAND MANDAL : He had said that it would be included in 1995-96 budget of the Planning Commission.

This is the United Front Government and is being supported by the Congress. The Congress leaders have been promising this bridge right from the days of national movement. He is the Railway Minister, it is his Government, he had also promised. I would urge him to order a survey because Monghyr is the Central point which connects North and South Bihar. The length of the Ganga in Bihar Tarai is 1000 kilometer and in Uttar Pradesh it is 500 kilometer. Fourth bridge is being constructed in Bhagalpur and 20 bridges have been constructed in Uttar Pradesh. Bihar needs 6 more bridges. This time provision has been included for Patna. Bihar needs 10 bridges. It has at present 3 bridges and fourth is under construction. It should be given its due share. I would, therefore, request him to order a survey for Monghyr bridge and include necessary provision in the budget.

SHRI MANORANJAN BHAKTA (Andman and Nicobar Islands) : We support his demand.

SHRI RAM VILAS PASWAN : It is my home town.

SHRI BRAHAMANAND MANDAL : We have Jamalpur factory in our area which used to employ 22 thousand workers and was the biggest engine repairing factory of Asia. Today only 10 thousand persons work there because it has no work-load now. It is on the verge of closure. Its work load was increased after sustained struggle by workers, after this matter was raised in Parliament. We had also submitted a Memorandum to the former Railway Minister Shri Jaffar Sharief in this regard. Only then some load was increased. It used to produce 30 containers per month and 60 boxes used to be rebuilt. But after the formation of Front Government, I went to Jamalpur and I was told by the Union leaders that the job of building 30 containers which used to be built at this factory has been shifted elsewhere. Similarly, the job of rebuilding of 60 boxes has been shifted. This workshop used to produce spare parts which are not available elsewhere in the country because it has very-very skilled workers. This factory should be converted into a Manufacturing Workshop, into a Coach Factory, wagon building factory. It has been building containers and rebuilding boxes. This workshop has tremendous infrastructure, when needed, it is asked to manufacture wagons. It can be given the load of wagons, load of Coaches. We can strengthen this factory in this way.

MR. CHAIRMAN : Please conclude now.

SHRI BRAHAMANAND MANDAL : I will conclude in two-three minutes.

MR. CHAIRMAN : The hon. Speaker has allocated you 5 minutes. You have taken 10 minutes.

SHRI BRAHAMANAND MANDAL : I thank the hon. Minister for restering Howra Janata Express. He also announced running of Rajdhani Express from Patna. I would request him to start this train from Bhagalpur because it is a big town and business centre. It will make a difference of one and a half-hours. I would also urge him to start a DMU between Jamalpur and Patna.

With these words, I conclude... *(Interruptions)*

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : You have fixed a time limit of five minutes for each Member. You must adhere to this time limit. Otherwise, we will not be able to finish by 8 O'clock. I think, there are 35-40 hon. Members more who are yet to speak ...*(Interruptions)*

MR. CHAIRMAN : It is not the question of my giving time. You have seen yourself just now.

SHRI MANIKRAO HODLYA GAVIT : It is in your hand. You can adhere to the limit of five minutes.

MR. CHAIRMAN : How can I do it if you do not cooperate with the Chair?

SHRI MANIKRAO HODLYA GAVIT : You allow big people to speak but restrict the small people like me.

MR. CHAIRMAN : No, no. I will allow you to speak.

[English]

Please maintain order in the House.

PROF. M. KAMSON (Outer Manipur) : Mr. Chairman, Sir, now we are at around 2 a.m. of the early Friday, the 26th July. So, I would like to wish you and also to the hon. Minister and the Members present here, through you, a very good morning.

Usually, I do not sit very late like this, but today it is a very special occasion for me to thank the hon. Minister Shri Ram Vilas Paswanji because he has kindly included a railway line for Manipur. It is a proposal to make a survey for the railway line and not to construct the railway line. It is the first step. After 143 years, that is about one-and-a-half century since the establishment of Indian Railways, it is for the first time that a railway track is coming to Manipur. I demanded this railway line in March 1985 in my speeches in this House. I also demanded a Railway connection to all the headquarters of the North-East States, Mizoram, Nagaland, Manipur, Tripura, Agartala, Arunachal Pradesh and Shilong. Of course, it is already there in Assam. Since then, nothing came out. Since 1985, I have seen six Governments, six Prime Ministers and eight Railway Ministers and nobody could come to that point. Perhaps a very good vicious circle was constructed by the bureaucracy giving a very good argument that the tracks cannot be constructed there because it is not economically viable because there is no industry. When the matter of industry comes, the Government in its Budget says that there will be holiday of taxes and exemption of taxes for industry to grow in the north east. But no industry could grow railways because there is no railways. Therefore, no railway and no industry, and no industry and no railway - it was a vicious circle where nobody could go in. Six Prime Ministers and eight Railway Ministers could not cut that circle. There is only one young Railway Minister here, in the form of Abhimanyu, who cut the circle and said that he would put up railways there in the North-East.

SHRI MANORANJAN BHAKTA : But its fate should not be like that of Abhimanyu.

PROF. M. KAMSON : He was a great man in that sense.

Shri Paswan has used very good words in paragraphs 10,11,12 and 16 of his speech. He has mentioned so many things about the North-East. I do not want to repeat it because of time constraint. He has put one sentence very beautifully that in India there are still some people who, despite the presence of Railways for 143 years, have not even seen it. This is perfactly applicable to my constituency. You know that my constituency comprises of all the hilly areas of Manipur and about 80 per cent of the constituents, the voters, the electorates, have not seen a train, what to speak of any comfort, what to speak of any ticket, what to speak of any drinking water, first class, A.C. coach and all these things. They have not even seen the train. Only those people who can go out of Manipur to Dimapur, Nagaland etc., can see a train. In my constituency comprising of about seven lakh voters, 80 per cent of them have not seen a train. I, therefore, think that our hon. Railway Minister has put up so many beautiful lines expressing the feelings of the people so sincerely. So, I thank him for that.

02.00 hrs.

For that purpose only I have been sitting and waiting here. Of course, all the hon. Members here may think as to what big amount which the hon. Minister of Railways has given to the Manipur State is so that the Member from Manipur has been profusely thanking him like that. Actually speaking, in terms of money, there is nothing. The hon. Minister of Railways has only ordered a survey there for which an amount of Rs. 5 lakh has been allocated and out of which only Rs. 1 lakh outlay is there. In one-and-a-half century after spending crores and crores of rupees, only Rs. 1 lakh has been allocated for us. Still I am happy because he has taken a step with all sincerity, with a genuine feeling an concern for the people. We need such an hon. Minister here because this emotion, this sentiment will build up a very good link with that area. Several hon. Members have spoken very well by saying that North-East is geographically isolated, socially segregated, economically backward and industrially nil. How can you think that there will be unity and integrity?

All sorts of insurgency activities are coming up there and for that also the hon. Minister has spoken a very good line — he is not justifying it. but he is trying to understand the sentiments of the people — when he says that 'it is really justifiable if the people are very angry for that'. So, with a lot of thinking, he has put in so many good things. However, I must request him that, although only Rs. 1 lakh has been given in the outlay with an anticipated expenditure of Rs. 5 lakh, he should use this money within two or three months and have a survey.

I proposed this line in 1985, not simply out of some imagination but by drawing from some historical facts. About one century ago, just in the beginning of the twentieth century, just before the First World War, the British Army Engineers, whom we call the Assam Rifles today, had started surveying this area and proposed the line from Dhansiri near Dimapur up to Karong, from Karong to Imphal, from Imphal to Tumu or Moreh and then to Burma to connect the Indian Railways with the Burmese Railway so that it makes an international line. Therefore, this is an important line. But the Ministry and all the officers could not understand this point, though I have been shouting so much for that line for the last twelve years in this House. They could not understand this.

Recently, this Indo-Myanmar border track has been opened. Again, it is relying more on this line. It must be an international line. Other than this, we can have a line to Lahore only, which may be called an international line, connecting to India. Otherwise, we do not have any connection with others, namely, with Nepal which is not very much important. But this line will go up to the Far East or all Asian countries. Therefore, it is a very important line. So, the arguments given by the bureaucracy that it was economically not a viable one, not prospective and so on is not right. It is really a very important line. Through that, you can link up social life, you can link up economic life, you can link up political life and you can also link up in favour of the unity of the country. So, it is very important and, that is why, I would like to thank our hon. Minister of Railways. This is the main point that I want to speak about today. I have so many other things to say, but the time constraint is there. When we ask for money for the railway line, the money constraint is there. When we ask for money for the railway line, the money constraint is there, when we ask for some time to speak, still time constraint is there.

SHRI RAM VILAS PASWAN: For this survey, if more money is required, I will give it.

PROF. M. KAMSON: Thank you very much. That is a very good thing. It will be a good message to the people of my State. Why I have been sitting here is because tomorrow I have to answer to my electorate about what I have said here. It is also my duty on behalf of my State to thank you for that. Besides, the Chief Minister of Manipur, Shri Reishang Keishing, has already expressed his thankfulness to you the same day when you read out this Budget speech.

These have been the long pending demands which should have been attended to earlier. I may tell you that in 1985, Shri Bansi Lal, the then hon. Minister of Railways had said that the constraint of resources, difficult terrains or hills, lot of other commitments on on-going projects etc., were the reasons for these pending demands.

After nine years or so, the same thing has been said by another Railway Minister, Shri C.K. Jaffer Sharief. He also said that there was a constraint of resources for on going works here. On that occasion, I happened to ask the hon. Minister Shri C.K. Jaffer Sharief, "Sir, you were giving the same letter even nine or ten years ago which Shri Bansi Lal has written to me." In a very lighter vein and in a jovial mood, he gave reply that "it may be a computerised answer." In this way, everything was computerised for ten years. There is no change.

So, I thought that whenever I say something for railways here, the same answer may come again and again. But here is a Minister who just picked up the whole thing and said that "We know that there is constraint of funds. This is not profitable at the moment. But still we have to see that something is done for the country." I was observing Shri Ram Vilas Paswan when he was speaking as an Opposition leader. He was always pleading for the downtrodden, the Scheduled Castes and the Scheduled Tribes and the backward people. I thought that it is the usual gesture of the Opposition leader to speak like that. But when he comes to this side and does the same thing, I feel that he is really sincere to the backbone and that we need this type of a man. I really appreciate his spirit.

I am not speaking about his Party or his Government. But I am looking to this person who is sincerely working for the good of the nation. With this type of person, I think probably 50 per cent of the work will be done. This is one thing for which I must compliment him and I will not forget his promise. From para 49 to 55, in his speeches he has given very nice projects for the north-east. He must kindly do all these things. Now the allocation is only for surveying. Therefore, we want to say that at least the survey should be completed in time within two to three weeks.

SHRI RAM VILAS PASWAN: For your information, if there is any difficulty, we will have a satellite survey also.

[Translation]

In order to save time, we will get a satellite survey conducted in North-East, which is a hilly area. In this way, we can complete the survey work in less time. I would like to reiterate that our intention is to start the work after survey.

[English]

PROF. M. KAMSON : Thank you once again. The survey was actually done 80 years ago, the British have done this. In 1985 also the Assam Rifles did the survey again. But it was not an the official survey.

MR. CHAIRMAN : The hon. Minister has assured even about the work.

PROF. M. KAMSON : I thank the hon. Minister on this occasion. Why not increase the frequency of Rajdhani Express running from Gauhati to Delhi about which some hon. Members have already said? It is only for three days in a week now. You may kindly increase it to six or seven days. That means daily. That is the only way.

The hon. Minister may kindly see that the small railway line route which is coming from Silcher to Jiribam is laid. This is a small route coming as a railway. That also may kindly be done. This should not be stopped but must be continued towards Imphal, the capital.

MR. CHAIRMAN : You give the details to the hon. Minister in writing.

PROF. M. KAMSON : I have been writing for the last 12 years. This is mostly to thank him, not to demand from him.

[Translation]

SHRI HARIVANSH SAHAI (Salempur) : Mr. Chairman Sir, I thank you for giving me time to speak. I support the budget presented by the hon. Railway Minister. I shall make only a few suggestions due to time constraint.

The Bhatni junction of my constituency is located on Bihar border and 100 are of surplus railway land is available there. A coach factory was sanctioned for this place 5-6 years ago but for political reasons, this was shifted to some other place. I would like that some factory may be set up at Bhatni because if availability of 100 are land. Bhatni is a prominent place. 4-5 trains used to terminate here. It is a meter gauge line. I would like that this place should be made a terminal station to give it more importance. A railway line, a hospital and its building exist there since British days but there has been no doctor in this hospital for the last 5 years. As a result of which people are facing great difficulty. The people have to go to Deoria or Gorakhpur for treatment. I would request him that this facility should be restored.

Sir, Kashinagar is a pious place of Lord Buddha which is visited by thousands of foreign tourists. But the approach to this place is difficult. I would demand that a survey should be conducted for laying a railway track from Kushinagar. Last year His Highess Dalai Lama visited this place when thousands of tourists were present there. They demanded that this place should be provided a rail link.

The Hon'ble Railway Minister comes from Bihar and knows that Delhi-Barauni Express train is awefully overcrowded and passengers are lathicharged at every station. The Vaishali Express starts from Delhi at 7.40 P.M. This train is also overcrowded. The Amrapali Express operates from Kanpur. This is too incredibly overcrowded. I would demand that a fast passenger train should be introduced to provide relief to the Bihar and Uttar Pradesh Labourers who go to Haryana and Punjab to earn their livelihood. There is a 20 Km railway section of Bhatni and Salempur on North-East railway. It feeds a population of about 1 lakh. There is no overbridge between Bhatni and Salempur. If any overbridge is contructed at Hamuapar it will reduce the distance of 25 to 30 Kms to 4-5 Kms. This will meet the long standing demands of farmers.

Sir, a broad gauge line was constructed between Baraj and Barhaj in Deoria district by a former Railway Minister Shri Janeshwar Mishra. The train operates between Bhatni and Barhaj. I would request these trains should be extended upto Sivan from Gorakhpur via Barhaj. This line will benefit the farmers. The computerisation is resulting in the retrenchment of the railway workers. The railway department should take some measures to ensure that no retrenchment takes place. We have tremendous man power in India which is dwindling day by day. I demand this decline should be arrested. Recently the railway department trained 150 apprentices in Gorakhpur but they have not been given employment even after receiving training for one year. Direct recruitment is being resorted to. I demand that the trained applicants, who have been agitating for the last two months should be given employment immediately. Salempur, Bhatapar and Bhatni are the stations of Bihar border. These stations do not have reservation facility. I will request him to provide the reservation facility and also ensure train punctuality at these stations. There was a railway bridge on Choti Gandak between Barkagaon Bhatni and Bhatparani which has been dismantled and the bridge has been constructed elsewhere. All the pillars belonging to the railways are lying excted at a distance of 20 Km. I would like to request him to handover these pillars to the PW.D. which has made such a request to the railway department many times but the Latter is creating obstacles. I would therefore request the hon'ble Minister to direct the railways to handover these pillars to PWD.

[English]

DR. ASIM BALA (Navadwip) : I congratulate the Railway Minister for undertaking various projects for the development of rail network in the backward and neglected areas specially in the North-Eastern region. I find from the Budget that an allocation of Rs. 9 crore only has been made for research and development activity. Research and development is essential to our country. In our country we cannot travel by fast trains because of the condition of the track. In the foreign countries like Japan, we find the speed of the train is 400 to 500 kilometres. In our country we cannot go beyond the speed of 120 or 130 kilometre per hour. Therefore, our tracks should be suitably changed, otherwise, fast trains cannot be run properly.

My second point is that position contribution and pension should be increased. I congratulate the Minister of Railways for increasing the Contributory Pension Fund. I find that in my area pensioners are not getting their pensions regularly because some bank officers got annoyed and misbared to pensioners. Therefore my advice is that pensioners should received their pension in time so it should given last four days of each month.

About electrification, I demand that Ranaghat-Gede and Ranaghat-Bongaon lines should be electrified. This is a long-standing demand. This is the second oldest line in our country. This line is a very profitable. Goods and materials are being exported to Bangladesh through this line. In the last years i.e. 1995-96, the railways earns about Rs. 700 crore. They are expecting it to go up this year i.e. to 1996-97 to 1400 crore. Electrification is a must because thousands of office goers or school goers are going to Calcutta or other place work with difficulties.

Another point is about the gauge conversion between Shantipur to Navadwip which is hardly 30 kilometre and still it is hanging. The doubling of line from Ranaghat to Lalgola is an old and long-standing demand. The new line is to be constructed from Krishnagar to Karimpur.

This is also very old demand of the people of the area. There should be a halt station in my constituency between Chakda and Pairadanga. The Chakda station is very much overcrowded that people especially ladies cannot even get down from the train. So, it is essential that between Pairadanga and Chakda a halt station is provided for. I propose that a halt station at Gugia Village. I request the Railway Minister to look into this matter.

Passenger amenities are very much essential. Stations are remain very filthy and dirty. Nobody is there to clean them or to look after them. Another problem is that of howkers. The previous speaker also just mentioned that these hawkers are to be given some licences. Otherwise you cannot check them. Day by day they are increasing.

West Bengal is now a highly populated State. The density of population is 676 per square kilometer. So the problem of unemployment is getting more and more. Over the railway land a number of encroachment are coming up. I request this land should be given in the form of lease to unemployed youth and these will form of cooperatives so that they can go in for some business or some type of cooperative activities.

The suburban railways are so congested that sometimes they are travelling with so difficulties like animals in the cage. So, it is very much essential to develop and increase the frequency of suburban trains. The present double lines made into four lines. I also propose that in Andaman area where there is no railways, toy trains as in the case of Darjeeling should be introduced in Port Blair.

With these words I conclude my speech.

[Translation]

SHRI ASHOK PRADHAN (Khurja) : Mr. Chairman, I am grateful to you for giving me an opportunity to speak. It is my maiden speech. I have come prepared with a long speech but keeping in mind the constraint and the bell you are expected to ring, I would try to finish in 5-7 minutes. Sir, I would like to know from the hon'ble Railway Minister the number of category I, II, III and IV reserve posts which have been lying vacant since the adoption of the constitution and how many of them have been filled, as also the number of vacancies treated unreserved and filled from general category candidates because when he was in the opposition, he used to demand completion of quota reserved for scheduled castes and Scheduled tribes.

I would like to make a suggestion. As an hon'ble Member has suggested earlier, the surplus land with the railway department should be allotted to landless poor farmers or Dalits on lease basis or on an agreement basis. This will remove their poverty, increase their income and the land will remain safe. The budget does not give guarantee that the fares will not be increased in the future by bringing an interim Budget.

I would like to conclude after highlighting some of the problems of my Parliamentary constituency. The major part of my constituency Khurja is covered by the main Delhi-Howrah track of Northern Railway. No Express train comes to Delhi from Khurja Junction via my district headquarters, as a result of which the people of this district are greatly inconvenienced. I would therefore request to introduce an Express train between Delhi and Khurja junction which should start in the morning from Khurja and in the evening from Delhi via

Bulandshahar. This demand has been outstanding for the last 50 years and the former Railway Minister had given assurances in this regard.

There is no direct train from Bulandshahar, the district headquarters of Khurja to the State Capital Lucknow. This train is necessary in public interest. I would suggest that two more bogies and one A.C. sleeper and one general sleeper should be attached to the Sangam Express at Bulandshahar station which can be attached to some other train at Kanpur for Lucknow. This arrangement existed earlier but has now been stopped.

The pottery articles of Khurja and famous all over the country. They are also exported to other countries. Bulandshahar is the largest producer of milk and most of the milk is supplied to Delhi but adequate facility is not available for the movement of milk, fruit, vegetable etc. 70 percent of milk Supply of Delhi comes from my Constituency because lakhs of people are engaged in dairy farming and most of them are poor farmers. I would therefore request that 2 or 3 shuttle trains should be run immidiately between Khurja junction and Delhi to facilitate supply of milk to Delhi.

There is no booking office at Kanpur railway station which lies in between Delhi Junction and Khurja Junction as a result of which daily commuters face a considerable difficulty. There is also no official accommodation for railway workers at station. I would request that a railway booking office should be opened at Khanpur railway station. This will augment the railway revenue.

Danklur and Chola are also important stations of my area from where about 20,000 commuters travel daily. These stations do not have retiring rooms, toilets etc. and the platforms are without sheds. I would request the railway administration to provide these facilities immediately for the convenience of railway commuters.

A stoppage should be provided at Khurja junction for the Gomti Express which runs between Delhi and Lucknow. This train does not stop at any place in Bulandshahar. The distance between Gankor station and Bair station is 20 kms and I request that a station should be sanctioned in between there two stations because thousands of passengers from the villages around this place come to Delhi and face great inconvenience.

The Khurja Junction is under the administrative jurisdiction of the Allahabd division while it is nearest to the Moradabad division. As a result, great difficulty is experienced in contacting the administrative officers. I would therefore suggest that Khurja Junction should be placed under Moradabad division.

Noida is a very important industrial area of Uttar Pradesh having thousands of industrial units. It is very important to link it with the railway network. I demand Noida industrial area should be provided a railway line because several Indian and foreign companies are located there and lakhs of people go the Delhi and Bulandshahar from there. No railway facilities exist there so far. I would request that the Noida and Greater Noida should be covered under the proposed Delhi Rapid Transport System. I would also request restoration of Delhi-Ghaziabad-Dadri-Dankaur-Khurja City - Bulandshahar-Hapur and New Delhi Passenger train which used to operate earlier because in its absence, the daily commuters are being greatly inconvenienced. I would request that for the convenience of passengers going to Haryana, a train should be operated between Meerut and Palwal via Khurja and Zevar. This will benefit the people of Zevar also. I would request the hon'ble Minister to take note of my suggestions because I treat him as my elder brother and I have received great affection from him during the last 15-20 years. With these words, I conclude.

SHRI RAM KRIPAL YADAV (Patna): Mr Chairman, Sir, I want to make a Submission to the House through you and also to you. Many hon'ble Members are sitting here who are very learned. We are having a marathon discussion. I don't know whether it will last for two days, three days or four days. It is my experience. I was a Member of the 10th Lok Sabha. I had made a long speech on the Railway Budget during the night ...*(Interruptions)* I am making a good submission.

MR. CHAIRMAN: If you take five minutes, it will reduce the time allotted to one of your Members.

SHRI RAM KRIPAL YADAV: I am making a good suggestion. The end result was that my speech was recorded and the benefit was that my speech was printed and I made use of it during the elections. Here, 200-300 Members are making suggestions. If the railway department tries to implement them then it will involve thousands of crores of rupees which no Government can mobilise. We send delegations to foreign countries and there are many countries which have Parliamentary system of Government. ...*(Interruptions)*

[English]

SHRI BANWARI LAL PUROHIT (Nagpur): We know everything. We are mature enough.

[Translation]

SHRI RAM KRIPAL YADAV: I will take one minute. I will not take your time. My suggestion will appeal you.

MR. CHAIRMAN: What do you want to say?

SHRI BANWARI LAL PUROHIT: There is no need to give us sermons. This is the decision of the House. Please do not waste time.

SHRI RAM KRIPAL YADAV . I am not giving sermons. I can make only a submission...*(Interruptions).* Please listen to me. Am I not free to express my sentiments? I am not making any speech. Please listen to me. You will relish it.

SHRI BANWARI LAL PUROHIT : We are much senior to you...*(Interruptions)* Please do not waste time.

SHRI RAM KRIPAL YADAV : What I want to submit is that the U.S. Senate and the House of Commons of England have a system where whatever suggestions are to be made by the hon'ble Members about the problems of their constituency are given in writing and these suggestions are fully recorded and necessary action is taken thereon. Hon'ble George Sahib is sitting. He has also seen. He has gone abroad in many delegations. Would it not be better to adopt the system prevailing in the USA and England?

SHRI RAJENDRA AGNIHOTRI (Jhansi) : He can send his suggestions to the hon'ble Finance Minister and hon'ble Prime Minister...*(Interruptions)*

SHRI QAMARUL ISLAM (Gulbarga) : It is a good suggestion for the future. This should be considered.

[English]

MR. CHAIRMAN : The hon. Minister of Parliamentary Affairs may take a note of it. Then let them decide about it. You please take to the Rules Committee.

SHRI V.M. SUDHEERAN : Sir. I would like to support the hon. Railway Minister in his endeavour for getting more budgetary support from the Finance Minister. It is needless to say that Railways require more resources for development.

The explanatory memorandum on the Railway Budget clearly shows that in 1994-95. out of the total expenditure. only 11 per cent and one per cent are earmarked for capital fund and development fund respectively. Everybody knows that unless the provision for development works are enlarged to the tune of time and need. the pace of progress will definitely be hampered. And it will upset the expectations of the people and country's development. That is why. I offered my support to the Minister in his effort to get more budgetary support from the Finance Minister. I am glad that there is a general agreement among Members in this regard.

The Annual Plan outlay for 1996-97 has been fixed at Rs. 8130 crore. When taking into account the rate of inflation in actual and practical terms. the current year's plan outlay has come down from the previous year. So. I strongly urge upon the Government to refix the Plan outlay at Rs. 10,000 crore. Considering the inadequacy of the present budgetary support of Rs. 1269 crore, it has to be increased to at least Rs. 3139 crore. Hon. Finance Minister need not hesitate in increasing the budgetary support because the amount being provided for this purpose will be productive in real terms.

While taking up new projects and introducing new trains, the hon. Minister should do justice to all. But unfortunately, I am sorry to say that Kerala was neglected in the Budget speech. That is why. it resulted in the strong protest from MPs of Kerala. But we are pleased that responding properly to our sentiments, the Minister convened a meeting of MPs from Kerala in which he tried to assuage our feelings with some specific assurance of enhancing the provision for doubling the Mangalore-Shornur line and Quilon-Trivandrum line. This assurance as well as the promise made regarding the introduction of new train to Delhi and Bombay after the commissioning of Konkan lines are worth welcoming. Though I consider this as a healthy and positive step by the Minister, much more have to be done to give justice to Kerala.

I will be failing in my responsibility if I do not invite the attention of the Minister to some of the much needed demands of importance. At least. in the interest of national integration, the railway services have to be fairly distributed. I am sorry to point out that Kerala has not received due share in the matter of railways. 10.5 kilometres for one lakh people is the national average but in Kerala, it is only 3.5 kilometres. This explains the backwardness of a State which is very much contributing to the national exchequer.

Investment in railway development in Kerala is not only a question of natural justice but also of great commercial wisdom. Every paise that is invested in Kerala will bring forth several folds of returns in terms of passenger tickets and freight charges.

Kerala is a State where the people are always on the move not just within the State but far and wide. Keralites are spread all over the country. The proposal for enhancing the fare for long distance travel and freight will hit Kerala more harshly. So, I request the Minister to withdraw this proposal rationally.

The coaches that we have in Kerala are dilapidated and to be condemned. So. urgent steps are to be taken for replacing those old coaches. Please remember that 70 per cent of coaches in Kerala are older than 20-25 years.

People are accursed with late running of trains, especially long distance trains. We have Guwahati Express which sometimes comes 24 hours late. Therefore. the Railway authorities have to take urgent steps in this matter in mind. It has to be done very promptly and urgent steps have to be taken.

The hon. Minister of Railways has created new zones. I strongly feel that Kerala has a genuine case for being the Headquarters of a new South-West railway zone. I request the hon. Minister to take urgent steps in this regard.

A coach factory which was earmarked for Kerala was shifted from there. For quite a number of years Kerala has been experiencing a raw deal as far as Railways are concerned. I have already submitted a memorandum to the hon. Minister of Railways regarding comprehensive development of the coastal line between Ernakulam Junction and Kayamkulam via Alleppey. Apart from the doubling plans already taken up and assured, I request the hon. Minister to take immediate steps for the doubling of Ernakulam-Kayamkulam via Alleppey and Kottayam. This will herald a new welcome phase in solving the difficulties of the public in these thickly populated areas. Regarding introduction of new trains, I have the following requests :

1. Introduction of a new Mangalore-Alleppey-Trivandrum train.
2. Introduction of a new inter-city Express which runs in the opposite direction to the existing service.
3. Extension of the present Cannanore-Ernakulam Executive Express to Kayamkulam via Alleppey.
4. Conversion of the weekly Trivandrum-Mumbai and Quilon-Bangalore express to daily service.

Regarding the Development of Alleppey Railway Station, the following Paints have to be taken into consideration :

- Laying of two additional running rail roads and a sick line.
- Construction of additional platform, extension of the first and second platform roofing.
- Further increase of the existing staff strength both electrical and mechanical.
- Introduction of computerised ticketing system.
- Allotment of sufficient wagons for goods transportation.
- Setting up of a health unit.
- Construction of an overbridge above the north-end level-crossing gate.

I am glad that Railways has initiated some steps to introduce computerised ticketing. In addition to the points already mentioned, the following points of importance have to be taken into consideration.

1. Crossing facility be introduced at Thakazhi, Avoor, Kalavoor stations to after making these fullfledged stations.
2. Elevation of the low level platforms at Kumbalam, Thuravoor, Chethala, Mavoor, Kayamkulam, Ambalapuzha, and Harpad.
3. Construction of a goods shed at Chethala.
4. Immediate Completion of Ambalapuzha rail-overbridge.
5. Development of Thunpoly railway halt into a fullfledged station renaming it as Alleppey North Station.
6. Development of Kayamkulam railway station into a railway junction.
7. Conversion of the 58 unmanned gates between Kayamkulam and Ernakulam into manned gates.

In the recent tragedy that occurred at Cheppaud, 36 people had died. I request the hon. Minister to take immediate steps to convert all the unmanned gates into manned ones. I am informed that ten gates are going to be converted manned, and 16 are going to closed. The people in that area are very much protesting against it. My request to hon. Minister is to give sufficient fund and other facilities to have more unmanned gates converted into manned ones.

I am sorry to say that Railways have not paid sufficient compensation to the victims of the Cheppaud rail tragedy. I request the hon. Minister to change the existing policy and rules so that the victims as well as the injured are reasonably compensated.

[Translation]

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Sir, I congratulate the hon'ble Railway Minister Shri Paswanji for giving a very good Railway Budget Speech. Some portions of his speech have touched my heart. He has said that the railway tracks are not built in backward areas because they are not considered viable and as a result of which they are deprived of industrialisation and economic progress. Unless the railway network is extended to these places we cannot hope of industrialisation and of prosperity. I welcome the proposals he has included for North-East region of the country but I would like to draw his attention to the injustice done to us. A proposal for Jalana-Khamgaon railway line in Buldhana area of Maharashtra which I represent, has been pending for the last 20 years, although economic and technical survey had already been conducted but the same has not been incorporated in the current Railway Budget. The economic and technical survey is lying with the Railway Board since 1995 but nothing has been done. I don't know how this has been overlooked.

I have been listening the showers of praises being sprinkled on the hon'ble Minister since day before yesterday, and I am in agreement with them. He is an extraordinary person. But I would like to say that my area is neglected. It has no industry, no railway project, no transport facility, no irrigation facility. This is resulting in increased unemployment. If a railway line is provided it will feed seven districts of Marathwada and nine districts of Vidarbha region. This railway line will have a Length of 155 Km. 16 districts will be benefited.

This will also connect the Central Railway and South-Central Railway. This passes through our Buldhana district. It will invite industrialists to set up industries. It will provide transport facility to the people of 16 districts. But I am sorry this important section of railway line is not being included in the Railway Budget.

SHRI RAM VILAS PASWAN : What are the names of the places between which it has to be constructed?

SHRI ANANDRAO VITHOBA ADSUL : Jalana-Khamgaon. It connects South-Central Railway and Central Railway. The central rail line goes from Mumbai to Howrah via Nagpur. While South-Central railway line goes along the border of Marathwada. If these lines are constructed it will benefit my Constituency and remove unemployment.

Second, the Samadhi of Gajanan Maharaja is located at Shegov. This is visited daily atleast by 16 000 people from various parts of the country and if Gitanjali Express which goes to Nagpur is provided a stoppage here, it will give great relief to the passengers. Although it is a superfast train and it stops at Akola after streaming in from Bhusaval but the distance between Akola and Shegov is 40 kilometres so a stoppage should be provided at Shegov. I would request the hon'ble Minister to look into these suggestions.

[Translation]

*SHRI D.S.A. SIVAPRAKASAM (Tirunelveli): Hon. Chairman, Sir, my Constituency in the southern part of the country consists of Nellai Kattabomman and V.O. Chidambaranar districts which have a significant place in the history of freedom struggle of this country. Our area is industrially backward and hence hundreds of people migrate to Mumbai and Delhi and almost all the places of India. Most of them work in almost all the major towns of India. Port city of Tuticorin which is growing day by day is a major town in my constituency. Tiruchendur, the famous shrine of Lord Murugan attracts thousands of pilgrims from all over the country and it is another major town in my constituency. Lakhs of people throng the place for the annual festivals there. Despite that the headquarters of my constituency Tirunelveli does not have a direct railway link to the major towns of India like Mumbai, Delhi, Calcutta and holy shrines like Varanasi. Either Tirunelveli or Tuticorin should be given a direct link with these cities. So far the reply given was seeking umbrage under the fact that there existed only metre gauge line. Now after the gauge conversion, Tirunelveli has been given a railway line connection upto Madurai in the North and Nagercoil in the South. But still people here continue to face the hardship without being given a direct rail connection to the major cities of India. In the meantime, Tirunelveli-Tiruchendur, Tirunelveli-Shencottah railway lines should also be converted to broad gauge lines. Tirunelveli railway junction does not have broad gauge rack maintenance facility and hence the need to have a pitline continues to remain a dream. This comes in the way of originating any train from Tirunelveli. About 80% of people make use of Tiruneveli junction to board and alight from the trains. In order to facilitate the running of trains both from and to Tirunelveli, a pitline should be laid there immediately and I request Hon. Railway Minister to look into this long felt need. I also request you to consider shifting the originating point of Madurai-Bangalore Express train to either Tirunelveli or Tuticorin. This would facilitate my constituency to have a direct connection to Bangalore and beyond. Presently if we are to go to Madras, we have to take a round about route via Erode. If you could complete the Madurai-Dindigul-Madras gauge conversion which is progressing at a very very slow pace and if you could complete it at the earliest, you would have helped the people from the deep south to save lot of time and money in their journey to Madras and beyond. You may release the needed funds to quicken the pace of this gauge conversion. I am sorry to point out that this project has not been completed even after 17 years ever after it started at a slow pace. Kanyakumari-Tirunelveli broad gauge railway link via Nagercoil was completed in 1980. At that time the railway workers of the area alongwith the veteran freedom fighter and Congress leader late Shri K.T. Kosalram and public representatives like me went on an agitation with the mass support demanding the Railway authorities to bring under the Madurai division the administration of Kumari-Nellai Section of the railway line. The agitation went on for about 90 days and we resorted to Satyagraha and fasting. At one point of time all the trains were stopped continuously for 8 days from leaving and reaching Tirunelveli.

To contain this public upsurge, the then Union Minister of Railways Shri Kamalapati Tripathi had sent as his envoy the then Minister of State for Railways Shri C.K. Jaffer Sharief to hold talks with the then Leader of the Opposition and the present Chief Minister of Tamil Nadu Dr. Kalaignar Karunanidhi. The Union Railway Minister's envoy succeeded in convincing our leader to request us to withdraw our agitation. An assurance was given then that the Kanyakumari-Tirunelveli section would be taken off from Thiruvananthpuram Division and would be put under

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* Translation of the speech originally delivered in Tamil

Madurai Division once Tirunelveli-Madurai broad gauge railway line work was completed. In this regard mentioning this assurance, a letter was sent to me, the then M.P. of Tirunelveli, by the then Union Railway Minister. I am pained to note that the Railway authorities have not taken any action so far to implement the promise by their Minister. I request our Railway Minister Shri Ramvilas Paswan to call for those files and issue suitable instructions to meet this long felt demand of the public in my constituency.

I would like to bring to the notice of the Hon. Railway Minister the sorry plight of the Group "C" and "D" employees who are meted out with a discriminatory treatment after their retirement. While in service, both "C" and "D" grade employees get three "P" passes in a year. But on retirement "C" grade employees get only two whereas "D" grade employees get just one "P" pass. This is patently discriminatory. I request the Railway Minister to look into this and remove this discrimination. Likewise, retired employees from the higher grades get first class passes and if they are to travel alone, they are permitted to taken an attendant not in the first class but in a second class coach. The purpose to permitting an attendant with such a senior citizen is not served if he is not permitted to travel alongwith the retired official. So, companion passes should be provided to such retired employees. They are aged and lonely and most of the times meek and sickly and such senior citizens. Railways' own employees of the past should be given this facility of taking companions alongwith them when they visit either their children or their home towns. The facility as provided now to the freedom fighters should be provided to the retired railway employees also.

Lastly, I would like to draw your attention to the public demand from the people of Tuticorin, the port city and an ever growing town. The Tuticorin Railway Station which is found in the middle of the town needs to be shifted away to Meelavittan, the next Railway Station situated 2 kilometers away from that place. At a time when people oppose the closing down of Railway Stations, I come with a different kind of request to close down and shift Tuticorin Railway Station because three Railway crossings found inside the town cause heavy traffic hold up. Once you shift the station to Meelavittan (which in Tamil means Redeemer), you will be considered the Redeemer of the local people from the hardships they face everyday due to heavy traffic congestion near the Station area. The Chamber of Commerce there and the District Development Council have passed unanimous resolutions in this regard and have sent this request to the Government of the Railways.

Finally, I would like to point out the dilapidated condition in which Alleppy-Bokaro Steel City Express is run through my constituency. I have travelled a number of times in this long distance train which wanting in many respects. I would say that this is the most dirtiest and the slowest train that could ever run in India. The coaches are never cleaned and the toilets are stinking without adequate water supply. Drinking water and pantry car facilities are not there. This train passes through six or seven States and this should no longer be run like a no man's train. I would request the Railway Minister to improve the passenger amenities in this train and you may also include an AC coach in this long distance train.

With this, I conclude my speech once again reiterating my support to this Railway Budget.

SHRI SUDHIR GIRI (Contai) : Mr. Chairman, Sir, I rise to support the Budget because this Budget is pro-people. While supporting the Budget, I congratulate the hon. Minister on his adopting the exception steps in preparing and presenting the Budget.

He visited different parts of the country. He met all the MPs of different States on different days. All this he had done only to acquaint himself with the real problems of the States and the people. This is an exception thing in the sense that no other Minister had done such things previously.

Sir, in preparing the Budget, he has indicated some distinct principles. He considered backward people's areas as the areas for the development and connection by the Railways. The remote rural areas have been proposed to be connected with the Railways especially the Eastern and North-Eastern parts of the country have been taken into special consideration for the development by way of railway connection.

03.00 hrs.

In this connection, I propose that rural and urban areas should be treated on an equal footing. There should not be any discretion in favour of the urban areas in spite of the demands.

There is stiff competition between the rail transport and the road transport. Obnoxious nexus exists between the railway officials and the private road transport owners. Such obnoxious nexus should be demolished in toto.

Sir, because of the time constraint, I would not dwell deep into other matters of the Budget. I would only draw the attention of the hon. Railway Minister to a particular demand, which I have been making for a long time. The Tamluk-Digha rail line construction is an on-going project. It was estimated to cost Rs. 73 71 26 000. In this project, outlay has already been made to the extent of Rs. 27 64 77 000 so far. The present Budget proposes for an outlay of Rs. one crore only. This is like a drop of dew in the vast ocean.

The Tamulk-Digha rail line project was conceived of long long years back. There is a strong potentiality of heavy goods traffic on this line. Cocoanut, cashew nut, fish - both fresh and dry, salt, betel leaves, baskets, banana, other fresh vegetables and building materials constitute the main business items which are the ingredients of goods traffic. Moreover, Digha is a beautiful sea resort. Thousands and thousands of tourists visit Digha every day. There is a Shiva temple at Chandaneswar in Orissa adjoining Digha, for which hundreds and hundreds of pilgrims travel by buses. The bus stops are filled with local passengers and pilgrims. From the stand point of passenger traffic, the Tamulk-Digha project will be of high viability. So, the more the construction work is delayed, the more the cost escalation due to inflationary pressure. Hence, the on-going Tamulk-Digha railway project deserves completion urgently.

In this background after the U.F. Government had come into existence, I met the hon. Railway Minister, Shri Ram Vilas Paswanji on many occcasions. Shri Ram Vilas Paswan also convened a meeting of the West Bengal Members of Parliament on his own. On all these occasions, he had also been kind enough to listen to us patiently. He also arranged a meeting between me and the former Railway Board Chairman and other officials in this regard.

I have pointed out to them the eagerness and the anxieties of the local people and the tourists as regards the completion of the construction of this railway project at an early date. I have also conveyed to them the state of restlessness of the local people because of the delay in the construction. However, after hearing me, the hon. Minister assured me of increasing the Budget allocation to the extent of Rs. 3 crore. He had also expressed sympathy and said that if the construction work needs money more than Rs.3 crore to reach the target fixed for this current financial year, he will not lag behind. I am grateful to Shri Ram Vilasji for such response.

I sincerely hope that Shri Ram Vilasji will fulfil the earnest desire of the remote area people of Digha.

[Translation]

SHRI CHUN CHUN PRASAD YADAV (Bhagalpur): Mr. Chairman, Sir, I welcome the Railway Budget for 1996-97 and congratulate the hon'ble Railway Minister for presenting a Budget which represents the hopes and aspirations of the people. It is a balanced Budget. The second class fare has not been increased and the daily consumer goods have also been exempted from freight hike. But while giving relief to the commuters of second class I would like that the general bogies in the trains should be increased to provide relief to the poor. It is generally seen that long distance trains do not have more than 2 or 3 second class bogies as a result the poor people face difficulty in making convenient journies. This difficulty is evident particularly in respect of Labour class passengers who migrate to Punjab, Delhi, Haryana etc. and are forced to travel on train roofs for want of adequate space in the bogies while paying full fare. This sometimes results in accidents. They fall from the roofs and are killed. So, there is need to increase the second class general bogies in every train.

Sir, the Budget says that 54693 Kilometerage rail track was constructed between 1853 and 1947 and 8000 kilometerage rail track was added after 1947 which is very insignificant. During the 100 year rule of the Britishers 54693 kilometerage rail track was laid while the independent India could construct only 8000 kilometerage track. The question of lower Budgetary allocation by the Planning Commission has been discussed in the Budget. The budgetary support has been reduced. The railways play an important role in the national development and maintaining unity and integrity by the country. Therefore, the railways should be given maximum budgetary support and I think all the hon'ble Members will support me in this matter.

The Budget has been prepared keeping in mind the social justice and the backward tribal areas, the people of which have not even seen the trains not to speak of travelling by trains. Some hon'ble Members have said that this Budget is Bihar Budget which is not true. The hon'ble Minister had, before preparing the Budget invited us and I had given my suggestions orally and in writing demanding that a railway track should be laid between Bhagalpur and Jamalpur via Sahibganj-Godda in Central-East region of Bihar. The lines should be doubled. I had made many other suggestions but I am sorry to say that none of them have been incorporated in the Budget. I had expressed my doubts at that time saying that

> Saki ne bhar Kar Jam diya Sab Ko bazm main
> Sagar jo humne manga to seesa hila diya

I had demanded many things but nothing has been given. I am short of time so I will confine myself to my area only. The Bhagalpur Mandarhill train should be extended upto Deodhar which is a place of pilgrimage and Known as Baidyanath Dham. There is also need to connect Saharasa Madhepura pilgrimage etc. with Deodhar where people come for offering Puja after collecting the Ganga water. This extension is necessary to connect this line with the main line which comes from Jassidih. A Bhagalpur Dhanbad train should also be introduced in the coming time. Connecting this line with Deodhar is beneficial from revenue point of view as also the convenience of the passengers.

I also demand construction of peerpainti-Godda via Mahgama rail track. The work of doubling the Kuil-

Bhagalpur section has been going on for a long time and the work on Kuil-Kajrah section is yet to be completed. This should be completed as early as possible. The Bhagalpur-Bhadarva line should be doubled. A train from Bhagalpur to Ranchi and vice-versa should be introduced. Similarly a Bhagalpur-Madras train should be introuduced. A superfast train should be run between Bhagalpur and Delhi. The Rajdhani Express which operates between New Delhi and Guwahati and Guwahati to New Delhi should be operated twice a week via Bhagalpur. Stoppage for 4055 up and 4056 down Bhramaputra mail should be provided at Peerpaint', Kahalgaon and Sultanganj stations. The Pantry car in Vikram Shila Magadh Express should be attached from Bhagalpur itself and the number of SL and general second class bogies should be increased. The train known as Upper India used to operate between Sealdah and Delhi during British rule which was later terminated at Mugal Sarai. I would request that this Upper India Express should be operated between Sealdah and Delhi as before. A railway division should be created for Bhagalpur. A road bridge is being constructed on the Ganga and Barari in Bhagalpur and I would demand that a railway bridge should be constructed over this bridge as was done at Mokama. The Vikramshila Express should be stopped at Akbar nagar station. It will give the railways additional revenue. A porters train should be introduced between Kahalgaon and Lalmatia.

With these words, I thank you and urge the hon'ble Minister to take appropriate action on the points made by me.

SHRI RAM TAHAL CHAUDHARY (Ranchi) : Mr. Chairman, Sir, the hon'ble Railway Minister has given assurances during his Budget speech in this House that he would take measures for the development of backward regions by laying railway lines in these areas. It is now going to be early dawn so I would straight away come to the problem of my area.

The hon'ble Minister had given a written assurance that a superfast or Rajdhani Express like train would be introduced between Ranchi and Delhi because the Ranchi-Pathankot train which goes via Delhi takes 36 hours to reach Delhi from Ranchi. Ranchi is a vananchal area and many Central establishments like CCL, HEC, SAIL etc. are located there. This area has been neglected from railway point of view.

There has been a long standing demand for connecting Ranchi-Hazaribagh-Gaya by a railway line and the hon'ble Railway Minister is aware of it. This work should be done soon.

Chaibasa is a predominantly tribal area which has not been given a railway link, so a railway line should be provided between Chaibasa and Tata so as to provide convenient travel to Calcutta and other places.

There has been a demand for the last 25-30 years for extending Ranchi-Lohargada line. If this line is extended upto Tohari, it will save 5-6 hours of Delhi bound passengers. The hon'ble Minister has said in his speech that this will be done soon but this should not be a more assurance. I hope he orders a survey and takes up the construction work.

The Ranchi-Chunar railway line is single line at many places. It should be doubled. A second A.C. bogie should be attached from Ranchi to Purshottam-Neelanchal Express. A railway divisional office should be opened at Ranchi as promised by him. A direct train between Ranchi and Mumbai should be provided with a second A.C. bogie.

Sir, the Ranchi railway station has only one railway reservation counter. A V.I.P. counter should also be provided there. The bogies attached to Bokaro-Madras train are in a very bad shape. There is no provision of drinking water. The hon'ble Minister has taken it seriously. I would like that catering and drinking water etc. should be provided in this train because the distance between Bokaro and Madras is very long. New bogies should be attached to this train.

The Khatia-Delhi-Pathankot train remains stationary at Dhanbad for 16 hours. It should be extended upto Ranchi. Train facilities should be provided from Ranchi to Tata. Chandil is an important place and the Tata-Patna Express should be given a stoppage at Chandil. The railway operation in Chandil-Muri section should be increased. The reservation quota should also be enhanced. The down Neelanchal Express should be provided a stoppage at Chandil and the reserve sleepers in down Chakradharpur should be increased. A shed should be provided over the newly constructed Chandil railway station.

He has said that he also travels by train. He must have travelled by Rajdhani Express to Mumbai or to Patna. But he would come to know the passengers' difficulty if he travels by Hatia-Pathankot train. So I would request that a fast train should be run between Delhi and Ranchi.

Sir, at many places the railway godowns are in a dilapidated condition and because of this the grains stored there get spoiled. These should be repaired. The local people should be given preference in appointments in the local offices of the railways. A ban should be imposed on the recruitment of the outsiders. The son of the soil policy should be adopted so as to provide employment to the poor, the dalits, the backwards and the tribals. With these words I thank the Minister and you Sir and conclude.

[English]

DR. C. SILVERA (Mizoram) : Mr. Chairman, Sir, I rise to support the Railway Budget of 1996-97. I would like to congratulate the hon. Minister of Railways for giving a very good Budget and I would like to associate myself with my colleagues from the North Eastern States in congratulating him. Sir, much has been said about the Budget and the problems in general. I would like to dwell on the problems of the North and the problems in general. I would like to dwell on the problems of the North Eastern States and particularly my State Mizoram, which is my constituency.

For the first time we have a Minister who is very much concerned about the North Eastern States' problems regarding railway system. I would like to quote one of the passages from his speech. I quote

> "This Government is fully aware of the infrastructural deficiencies which exist in the rail network in the North Eastern States. Even the State Capitals are not linked by rail. The difficult terrain in the region makes railway building very capital intensive and as Hon'ble Members are aware that there is acute constraint of resources. However, this Government has decided to accord top priority to the development of rail network in the North Eastern States."

Sir, this is the type of feelings and understanding that is appreciated by our youngsters. Our youngsters feel alienated and feel neglected. But when this type of feeling and understanding comes from the Central leadership, I think this will be a very big thing for the whole of the North Eastern States. I am very grateful to the hon. Minister for this.

Sir, as I said earlier, much has been said about the North Eastern States by my colleagues. I would not add further as there is constraint of time. I would like to come straight to the point of my State that is Mizoram which is land-locked. Sir, there is a railway line from Badarpur-Lala Bazar to Bairabi which is of 48 kilometres length.

But the actual rail line in Mizoram State is not even one kilometre. I had made a request to make a survey to extend this line beyond Bairabi to Sairang during the meeting of the North-Eastern MPs with the Ministry on 13th June. The same thing I would like to reiterate this time also. Bairabi is 86 kilometre from the Capital of Mizoram, that is, Aizawl and Sairang is 16 kilometre. There is no question of rail touching the capital of Mizoram because it is situated on the top of the holl. It is not possible to lay railway tracks there. The nearest possible station is Sairang only. About the rail line from Lalbazar to Bairabi, I have suggested that the line should be improved and converted into absolute modern systems with modern systems with modern signalling interlocking system, proper facilities for passengers as well as goods should be provided and approach road should be improved. As I said earlier, the possibility of the line being extended to Sairang, as envisaged in the original survey, may be explored. Also, since the Lumding-Silchur line is going to be converted into broad-guage line, a survey could be made for a line from Silchur to Vairangte. It does not pass through the hilly areas. So, I would like to request the Minister to make a survey from Silchur to Vairangte for broad-guage line.

The other thing is about computerisation. More or less, the North-Eastern States have been covered. Shillong and Assam have already been covered. Acording to the speech, Agartala, Kohima and Gangtok are going to be covered by this year, 1996-97. Hence only three States are left behind among the eight States of North-Eastern region. These are Aizol, Imphal and Itanagar. I am afraid that these capitals will not be reached by trains for a long time. I feel that these three State capitals, Aizol, Imphal and Itanagar, should be linked by computerised reservation centres. I will be very grateful if this could be done during the present financial year.

The last point that I want to make is that when new lines are laid or a survey is made in the North-Eastern States, I think we should go for the broad-guage lines from the beginning itself because you are not going to make many rail lines in those States. If one line is laid, that is going to be for once and all. There is no possibility of making a number of rail links because they all are hilly States. If survey is made for broad-guage line, I think that will be more economical for the States, for the country and for the Ministry also. That will also not create any problem later on of conversion of narrow-guage lines into broad-guage lines. I think the Ministry should look into this matter. I must again congratulate the Minister for giving special attention to the North-Eastern States.

SHRI P.S. GADHAVI (Kutch) : Mr. Chairman, Sir, I rise to express my views on the Railway Budget.

Sir, the hon. Minister of Railways has expressed his concern for the North-Eastern States, and Prof. Kamson also appreciated his concern. I would like to say that in the Western part of the country lies my constituency, Kutch, which should also be given some special attention. In his Budget speech, the hon. Minister of railways had said that even after 50 years of Independence, there are many backward or underdeveloped regions in the country where the tribals and the economically weaker sections of the society live, who are not connected by rail.

Sir, Kutch is the second largest district in the whole country. It has a total area of about 47,000 kilometres, whereas only 250 kilometres of railway line exists in that area. In the whole State, Kutch, which is my constituency, is the only district which is not having any rail connection. In the Kutch district, there is an abundant wealth of minerals such as bauxite, batonite, lignite, limestone etc. In my district, two or three big cement factories are coming up, and these may be one of the biggest cement factories in the West or in Asia. So, if this part is connected with a broad gauge line, it would help in the development of my constituency.

For the last 50 years, we are demanding the conversion of the metre gauge line from Gandhidhan to Bhuj to broad gauge. This year, no doubt, the hon. Minister of Railways has considered this long standing demand and he has made some provision in the Budget. I would submit to the hon. Minister of Railways, through you, Sir, that since the provision has been made. In this year's Budget, the work should be started this year itself. It covers a distance of 58 kilometres only and the cost also is not much; it costs Rs.26 crore only.

Sir, in Bhuj, a new railway station has been opened and the old railway station land is lying idle, unattended to by the railway authorities. Nearly 100 acres of land is there and it will fetch not less than Rs.50 crore at the market price. But the railway authorities are not paying any attention to it and as a result illegal encroachment is taking place. If this land is commerically used, then the railways would be able to fetch this much amount.

Sir, I would like to say a few things about my constituency. Many people belonging to Kutch district are staying in Mumbai, Calcutta and in other parts of the country. But there is only one train connecting Gandhidham and Mumbai. Our long standing demand is that there should be another train from Gandhidham to Mumbai. The present train goes up to the Mumbai Central station. Our demand is that it should go up to Kurla so that those people who are staying in the Central part or in the eastern parts of Mumbai could avail this facility.

Sir, the Kutch district is on the border near to Pakistan. We had faced two wars - in 1965 and in 1971 for want of this rail facility and road facility, our defence personnel have been facing a lot of difficulties. There is one Air Force base in Naliya and that also requires to be connected with a broad gauge line. The survey work on this Bhuj-Naliya line has been included in this year's Budget. I very humbly request the hon. Minister of Railways to ensure that this work should start as early as possible, keeping in view not only the interests of my constituency but also that of the Air Force, the BSF and the military. If you do not take care of this part, then I may warn the hon. Minister of Railways, through you, Sir, that this will become a second Kashmir.

Again it will be a problem for the whole nation if this part is not taken proper care. Infiltration is going on. The defence personnel in Kutch are facing difficulties in travelling in North India. There is no direct connection to Delhi. I am told that our MG line is going to be closed in November.

When this line is closed for the purpose of conversion from Palampur to Delhi, some extra coaches are required to be added in Baroda-Gandhidham inter-city and from then onwards, it will connect Delhi.

In Kutch we have got surplus funds in the banks. As mentioned by Shri Sanat Mehta, the surplus funds which are with the banks in Kutch can be invested in railway bonds.

The work of conversion of metre gauge line into broad gauge should be started and completed as early as possible of Bhuj Gandhidham Railway line of 58 kms.

[Translation]

SHRI ANIL KUMAR YADAV (Khagaria) : Mr. Chairman, Sir, I rise to support the Railway Budget. This Budget gives relief to farmers and labourers. I congratulate the hon'ble Railway Minister for presenting such a good Budget. He has and will have a special feeling for our Khagaria area but there are some more demands and problems which have not been dealt with in this Budget. I hope he will listen to our problems and resolve them. I demand that a Railway hospital should be built in Khagaria. The facilities that should be available at Khagaria railway station which earns a revenue of Rs. 1 lakh per day, are not available to the railway commuters. I would request him to convert the Khagaria station into a model station.

There is also a MaheshKhut station which receives heavy traffic of traders weavers and workers but no Express trains stops at this station. I would request the hon'ble Minister to provide the stoppage of Mahananda Express at MaheshKhut Station so that the weavers, poor labourers and farmers get facility of going to and coming from other places.

There is no waiting room at Naughatia for the last eighteen years. A second class waiting room was there eighteen years ago but it has been taken over by the GRP jawans and officers. The banana traders come and go from this place. Corn is cultivated there in large area so a retiring room is necessary there for the convenience of these traders. The Lucknow-Barouni Express - 5203-5204 up, down should be extended upto Katihar because this used to terminate at Katihar earlier. A special train should be operated from Katihar to Ranchi via Barouni-Dhanbad-Ranchi. The Naugarh-Gopalpur Divpur-Bhagalpur-Mandarhill line of Naugochia division should be extended upto Deodhar. This lies in two Assembly constituencies of Bhagalpur district.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : Mr. Chairman, Sir. I rise to support this Budget and congratulate the hon'ble Railway Minister. Our railway network is the biggest enterprise which helps the country in its developmet and ensures peoples' welfare. The Budget provides for extending appropriate facilities to the railway commuters. There is no increase in second class fare and in the rate of monthly season ticket meant for daily commuters. The freight charges in respect of food grains have also not been increased. I am thankful to the hon'ble Minister that he has taken a decision to fill the vacancies meant for SC, ST and backward classes in general category posts. The proposal to recruit 750 women constables in RPF is a welcome measure. I also welcome the proposal to man the unmanned railway crossings. The catering service does not function properly at the railway stations under private contractors. Two to three hours stale meals and tea are served there. This need improvement.

I demand that a mike system should be provided in the Mumbai Suburban railway so that announcements can be made about the approaching stations. I thank him for announcing various schemes for North-East region, hill areas but in my Nandurbar Constituency. We have Surat-Bhusaval railway line and there is also adjoining tribal area of Madhya Pradesh. The railway line was constructed before independence and 9 up and 9 down as well as 15-20 goods tains operate on this line. Not only this, passengers of South India, Gujarat and Maharashtra travel by this train.

03.45 hrs.

(Shrimati Geeta Mukherjee *in the Chair*)

It is a single track and comuters are greatly inconvenienced. This line should be doubled. In this connection I have staged dharna at gate No. 1 of Parliament House on 24.7.96 and three other Members of Parliament met the Railway Minister. The local people had been demanding for the last 15 years that this track should be doubled. I also demand that this Surat-Bhusaval tack should be electrified. A second platform should also be constructed at Nagpur on Surat-Bhusaval line. A second shed should also be constructed. The Ahmedabad-Howrah Express crosses this line and in the absence of a platform the commuters have to board and alight the train from the rails. The Nandurbar-Mumbai bogie is attached to Bhusaval-Surat 76 up and then the bogie is attached to passenger train for Viranmgaon from Surat. The commuters rush cannot be cleared by one passenger bogie. Therefore, an additional bogie should be given which should be divided into half first class and half general bogie.

I also demand operation of a fast train between Nandurbar and Mumbai via Surat. Mumbai is the capital of Maharashtra and people are required to visit Mumbai for official work. The survey wórk on Dhule-Nardhana new railway track has been completed but no provision has been included in this Budget for this line. I demand that some provision should be included in this Budget for this project. Similarly, survey of Manmad-Malegaon-Dhule new railway track has been completed and I demand that provision should be included in the new Budget for this line. With these words, I conclude.

SHRI SAMIK LAHIRI (Diamond Harbour) : Madam, I would not take much time and simply put forth the demand which is being raised in this Parliament even before I was brone. The demand is extension of Laxmikantpur-Namkhana line of Sundarban region. The extension work is progressing at a snail's pace and I demand that the pace of construction work should be accelerated. This line should link Buzbuz and Nam Khana because the Central Export Processing Zone is located in this area. The Export processing zone and Free Trade Zone Growth will be benefited if this railway link is provided.

The people have been making these demands even before my birth. I demand that alteast a survey should be conducted for constructing a railway line between Buzbuz and Namkhana. He can take care of rest in the next Budget.

SHRI SATYA PAL JAIN (Chandigarh) : Madam Chairperson, it is going to be 4 O'clock now and I will not make a speech but putforth some points before you. The hon'ble Railway Minister has given something for every state but nothing new has been included so far as Chandigarh is concerned. He should do some such things for Chandigarh as he may fit and announce the same during his reply.

Madam, Chandigarh is the capital of two States and Chandigarh is also a gateway for certain parts of Himachal Pradesh. I would request that Chandigarh should be made a terminal point. An island platform should also be constructed there. 4-5 washing lines should be provided and arrangements be made for stationing the trains. Some terminal points should also be provided towards Panchkula to facilitate convenient movement of trams bound for Haryana. I hope he will consider this demand.

The success of a battle lies on the efficiency of the soldiers and our soldiers are railway employees. I would like to make a humble submission about the railway employees. A 60-40 ratio was accepted for direct recruit and promotee officers but it is seen that this ratio is not being adhered to. I have been told that about 2-2.5 thousand workers are working on adhoc basis. Promotion and increment are two important stages in the official life of an employee. If timely promotion is not given and timely increment is not granted than we cannot extract the best out of the employee. I would demand that adhocism should be stopped and the ratio fixed for direct appointees and promotees should be scrupulously adhered to so as to create a sense of dedication and work culture among the employees.

Madam, I want to make a proposal. The Khalsa Panth was propounded in 1699 by Guru Gobind Sigh who was born at Patna at Anandpur Sahib to Sikh community is celebrating the 300th Anniversary in 1999 throughout the World. I would therefore request the hon'ble Railway Minister to start a new train between Patna and Anandpur Sahib via Chandigarh. It will be a small tribute to the great Gurus and the sacrifices they made for the country. I would like to make some submissions about trains requirements in Chandigarh. The Oonchahar Express has its terminal at Ambala Cantt. I would request this should be extended upto Chandigarh because lakhs of labourers come to Punjab from Uttar Pradesh, Rajasthan, Bihar and South India. We have a labour colony in Chandigarh. If this train is extended, these labourers will get the facility of boarding the train at Chandigarh. Only yesterday, a mention of Shane-Punjab was made. Sarhind-Fatehgarh is a place where Hindus, Muslims and Sikhs each have one place for worship. The children of Guru Gobind Singh were buried there, the muslims have Roja-Sharief there and Hindus and Jains also have temples there. I would request that one or two superfast trains should be halted there for one or two minutes so that the pilgrims and tourists coming from far and wide are able to get down and stay at this place. I hope, he will provide this halt at Sarhind Fatehgarh. There is wide talks of modern signalling systems these days and I would request the hon'ble Railway Minister to examine the feasibility of introducing this system in our country also.

Madam, after the Ferozabad accident a provision of Rs.276 crore was included in the last year's Budget to check such accidents but this provision has been reduced to Rs 28 crore this time. God forbid, if a railway accident occurs hundreds of passengers are killed. I do not know why this amount has been slashed. Whether the last year provision remained unutilised or there are some other factors but all possible measures should be taken to prevent accidents. Some provisions have been made for gauge conversion but in this connection, the latest technical requirements should be met. Sometimes projects are implemented without going into details and the hurry results in the development of defects after one or two years. I would therefore exhort him to keep technical requirements in mind.

I am told and I am surprised to know - I would like the hon'ble Minister to verify this - that the railways who lifts the maximum cargo of the country, has decided to hand over the goods movement requirements of the railways to the surface transport. I do not know how much more money the railways will have to spend on this. I want this speculation to be confirmed. If it is true then in my opinion, it is most unfortunate. If the railways which move the goods of entire country engage trucks for movements of goods, then I think it will cause loss to the railways. The Minister must check up this. The freight has also been hiked. In this connection, I would say that if the speed of goods train is increased by 5-10 kms per hour, the railway will not be required to increase freights. They can meet the deficit with the existing infrastructure.

I will make two more points and conclude. Madam, the electrification work upto Ambala has been completed and only 50 km Ambala-Chandigarh section remains to be electrified. This section should be electrified and new trains should be started from Chandigarh from South India, Bihar and U.P. because we have more than 2.5 lakh labourers in Chandigarh who come from South India, Tamil Nadu, Kerala, Rajasthan and Bihar. Lastly, I would like to make a point about Ludhiana-Chandigarh railway line.

Chandigarh is the capital of Punjab but it has no rail link with Ludhiana and Punjab even now. Sometimes back, the Chandigarh-Ludhiana railway track was surveyed but I don't know the reasons why this job was not completed. I would request him to provide a direct rail link between Ludhiana and Chandigarh, the direct link should be via Mohali, Kharar and Morinda. The rail link proposed to be provided through Rajpura is welcome but there is need for a direct Ludhiana-Chandigarh rail link and that should be via Kharar-Mohali-Morinda and Samrala. This route will be shorter also and will involve less time. If it is constructed via Rajpura, then the travelling time would be more and the benefit would not be commensurate. He can provide Chandigarh-Amritsar link via Rajpura. This will reduce the pressure on Surface transport. With these words I thank you and both the Ministers for listening me patiently.

[English]

SHRI SURESH KODIKUNNIL (Adoor): Madam Chairperson, I rise to support the Railway Budget 1996-97. I want to congratulate the hon. Minister of Railways Shri Ram Vilas Paswan who present the Budget to this august House.

I would not take much time because most of the points were made by my colleagues. So, I have to mention only about my constituency. At the same time I have seriously complained against the Railway Budget for neglecting gauge conversion I the State of Kerala.

During the Eighth Five Year Plan we have exceeded 6,000 kilometres in gauge conversion. Most of the States got the benefit of gauge conversion, but only the State of Kerala is totally avoided in gauge conversion. In Kerala, we have only one metre gauge line, which is the Kollam-Madras metre gauge line. It is a very old railway line. This line was constructed by the Bristish

Government. It is more than a hundred years old. It is a long pending demand that the Kollam-Madras line should be converted into broad guage. During the 1991-92 Budget, this line was included for gauge conversion. The first phase of gauge conversion from Madras to Virudhunagar has been completed. The second phase from Virudhunagar to Kollam has not been taken up so far. The hon. Minister has announced a number of gauge conversion projects in this Budget, but the second phase from Virudhunagar to Kollam has been neglected. The Minister of Railways and the Railway Board have given assurances before the House and in various meetings that the Virudhunagar-Kollam section would be taken up for gauge conversion during the next finanical year. But this assurance has gone into cold storage. Terefore, I urge upon the hon. Minister that this guage conversion should be included in this year's Budget.

In my constituency, Adoor, in Kerala, which is a very backward area, we have only one railway line which is the Kollam-Madras metre gauge line. It is under Madurai Division and has been totally ignored when it comes to developmental activities. Ninety per cent of the officials belong to Tamil Nadu and they are focussing only on Tamil Nadu. This discrimination is continuing for the past several years. I strongly condemn this attitude of the officers of the Madurai Division of the Southern Railways.

In this metre gauge line, passenger amenities are very poor and inadequate. I want to draw the attention of the hon. Minister to take immediate steps for remodelling some of the stations, namely Themmalai, Aryan Kavu, Ezhukone Kuri and Edamon Ottakkai. Also, I request the hon. Minister to provide platform shelter, drinking water, waiting rooms, etc. in those stations.

Kottarakkara is one of the important stations in this line. There is no platform shelter and terminal shelter sufficient enough for the passengers.

Regarding survey of new line in my constituency, two broad gauge line surveys have been going on. The Kottayam-Punalur-Subari line is proposed to be extended up to Thiruvananthapuram. This is a very important line. After the completion of the survey the Minister of Railways should consider it for immediate construction.

04.00 hrs.

Kayam Kulam-Adoor-Kottarakkara-Chadayamangalam - Trivendrum line is also proposed. The survey has been going on progressively. It is a prestigious line on the eastern part of South Kerala. This line also needs consideration for construction in the next budget.

Regarding the long-pending demand to reconstruct Mylom and Nedumbayikulam overbridges, the Kerala Government is prepared to deposit money towards expenses, but the Railways have not taken any steps.

Regarding level-crossings on this line, many level-crossings are needed. There are several proposals before the Railways for providing level-crossings like Chenthara near Kottarakkara, Thalavoor near Kuri, Aryan Kavu.

There is also a demand for providing additional coaches in all the trains passign through this line. At present, the Railways have provided few coaches. As such, the passengers are very inconvenienced. It is requested that additional coaches be provided on this line to most the demand of ever-increasing traffic.

Regarding new trains, I urge upon the Railway Minister through you, Sir, to start a new train from Punalur to Quilon every morning and Quilon to Punalur every evening for the school and college students and Government officials in this sector.

I also request the hon. Minister to introduce new Rail-bus Service on this line from Quilon to Punalur.

The cancellation of goods traffic movement in this line may also please be reconsidered.

I want to draw the kind attention of hon. Minister to consider a new broad-gauge line survey for Themmalai-Kulathuppuzha-Palode Nedumangudu-Kattakkada via Trivendrum. I hope the hon. Minister of Railways will include this survey in the Budget.

Regarding new railway stations on this line, I may request the hon. Minister to provide two railway stations, namely, Kalthururthy and Kalayanadu between Schenkottah and Pundur.

Regarding reservation facilities in my area, we do not have any reservation quota on broad-gauge line. The long-distance passengers of my constituency have to go a long way to book their tickets. Therefore, I request the hon. Minister to increase the reservation quotas in long-distance trains from Kottarakkara and Punalur and Puvanuswaran.

As far as out-agency is concerned, I would request the hon. Minister to consider one out-agency in Pathanapuram which falls in my constituency.

I must congratulate the hon. Railway Minister. He is unquestionable leader of downtrodden people in this country. He is a fighter for the grievances of people belonging to Scheduled Castes and Scheduled Tribes and for their protection. I am very much proud of him. Therefore, I would think that hon. Railway Minister should take initiative for reservation of employment in Railways for the Scheduled Castes and Scheduled Tribes.

As far as Railways is concerned, they are not considering Scheduled Tribes for the higher posts. They are considered only for Khalasis. Even Khalasis are not recruited. I hope that the Railway Minister will immediately look into the reservation for the Scheduled Castes and Scheduled Tribes employees in the Railway Ministry. I would also suggest that the hon. Minister should seriously consider for having special recruitment drive for the Scheduled Caste and Scheduled Tribe employees in the Railways.

In the case of allotment of stalls, restaurants and tea-shops, the people belonging to Scheduled Castes and Scheduled Tribes are avoided. They would not get any stall or restaurant, bookstall etc. I congratulate the hon. Minister for Railways, Shri Ram Vilas Paswan, for his recent statement that the people belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes would be considered while allotting stalls, etc.

With these words, I conclude my speech. And also once again, I rise to support this Budget.

PROF. R.R. PRAMANIK (Mathurapur) : Madam, I rise to suport the Railway Budget presented by the hon. Minister for Railways, Shri Ram Vilas Paswan. I shall now be very very brief due to constraint of time. In the meeting called on 27th June by the Railway Minister at Rail Bhavan, of all the MPs of West Bengal, I gave only two proposals for the Sunderbans area which is in the southern part of West Bengal.

The first proposal was extension of the on-going project of Lakhi Kantapur-Namkhana railway line upto Frazerganj which is being developed as a tourist centre and a fishing harbour facing the Bay of Bengal. The second proposal was a new line from Sealdah to Jharkhali via Sonarpur and Basanti. Jharkhali can be developed as a tourist centre, for adventure for those who want to penetrate into the most beautiful riverines forest of Sunderbans inhabited by the Bengal tigers. Both the proposed tourist centres can be developed to international standard, if the proposed railway lines are constructed. This will also invite the industrialists to set up agro-based industries in these backward areas mostly populated by Scheduled Castes and Scheduled Tribes. If constructed, these two railway lines will invariably change economic and cultrual life of the people of this area. I think the Railway Minister will recollect that the Chief Minister of West Bengal is very much interested about the development of the backward area of Sunderbans. He sent a letter to me to be handed it over to the Railway Minister and I handed it over to the Railway Minister on that day in the meeting. I expect that the Railway Minister will express a positive response on this very important issue.

With these words, I conclude my speech.

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Madam, the hon'ble Saint Railway Minister has endeavoured to include some provision for the development of backward areas, but this has not been to the extent he was expected to do. He has not risen to the height which we expect of him. Uttar Pradesh and Madhya Pradesh have the Bundelkhand region which comprises of eighteen districts and is a backward region. This is the most backward and most poor region but nothing has been given in the Budget for this area. May I know from the hon'ble Minister whether it is not discriminatory. Should I say that his claim of removing regional imbalance is hollow?

I would like to give some suggestions about this neglected area and hope that the hon'ble Railway Minister will include them in the current Budget. Uma Bharati ji and Kusmaria ji had sat on dharana in front of Rail Bhawan over a single demand. He is a Railway Minister and a saint as well. The Saint always speak truth and therefore, I hope, the survey report of Lalitpur, Singrauli line will be submitted to the Planning Commission by 31st July and he will pursue this report with the Commission to ensure that this report is not dumped below several similar other files.

The construction and comletion of Lalitpur-Singrauli line is very essential for the development of our region. May I know the factors responsible for not electrifying and not doubling the Jhansi-Kanpur and Jhansi-Mankapur Line. Is it not the neglect of backward region? I have great expectations from him and hope he will definitely take some decisions in this regard in this Budget.

As far freight a 10 percent increase is proposed. This will affect the common man and increase inflation because the prices of petroleum products have also been hiked. No doubt he has exempted the items meant for distribution through PDS. I would however request him to respect the sentiments of the people and exempt all the eatable items of common use from the hike in freight in the manner he has done it for PDS items.

It has made a loud announcements that second class fare has not been increased but in fact 5 per cent increase has been announced for the sleepers beyond the distance of 200 km. The passenger coming from Jhansi to Delhi completes 200 km at Dholpur and he will have to pay 5 per cent more for travel from Dholpur to Delhi. He can calculate the high incidence of increase for the poor labourers who come to Delhi from Madras. I would request him to reconsider this. Then he would say what are the sources of revenue. I would like to say categorically in this House that railways involve Rs.20,000 crore annual scandals and he can take steps to check this corruption. There is corruption in the procurement of essential items. Similarly thousands of crores of rupees are swindled in the auction of railway scraps. These scraps calandestinely go to the selected Mafia gang. If these corrupt practices are checked, I

think, there will be no need to effect this 10 per cent increase in the freight fare.

Now, I come to my area. The Jhansi Railway Hospital should be modernised and special facility for treatment of heart and Kidney diseases should be provided there. The Taj Express should be run between New Delhi and Jhansi and the Bhopal-Delhi Shatabdi Express should start late by one hour. The Chhapra Mail which operates between Agra and Chhapra via Jhansi should start from New Delhi. The Meranipur railway station is an important railway station of Jhansi division of Central Railway. The three districts of Madhya Pradesh namely Chattarpur, Panna and Tikamgarh are also main stations. I would request him to provide stoppage at these stations for all the trains operating through this line. An inter city train should be operated between Lalitpur and Gwalior to provide travel facility to State employees.

The files pertaining to appointments on compassionate grounds should be disposed of at divisional level and the time limit imposed should be done away with. The sports quota should be doubled. The residential accommodation at Jhansi should be doubled and it should be ensured that women workers get priority in matter of official accommodation. This should be made mandatory. Many judgements given by various courts pertaining to employees should be implemented within 15 days because different courts make different decisions. It is now more than one year that the railways have been able to decide whether these employees should be reinstated or not.

There is a proposal to create a new railway division by curtailing the jurisdiction of Jhansi division and I think this is a very sensitive issue. I have requested the hon'ble Minister to call a meeting of all the members of that region and implement the proposal only after ascertaining their views. This should be done with unanimity. The last agitation should not be allowed to be repeated. With these words I conclude.

SHRI SATPAL MAHARAJ: I would like to inform the hon'ble Member that it was 31th August and not 31st July.

SHRI DINESH CHANDRA YADAV (Saharsa): Madam, I rise to support the railway budget which will benefit the farmers and labourers considerably. The Budget seeks to touch those areas which have so far remain neglected. I on behalf of all the farmers and labourers of my area congratulate the honble Railway Minister in this Supreme Panchayat of this country. He has tried to remove some of the basic railway connected problems of this area. This is most commendable. My region will remain indebted to him.

It was said in this House from other side that this is a Bihar Budget or a North-East Budget. But infact it is not true. Many Governments have come and gone after independence, many railway Budgets have been passed but every time Bihar was neglect. Nobody raised their voice at that time. Bihar [illegible]o an integral part of India which should be taken care of and given something. Many eyebrows were raised this time when he has tried to make some provisions to meet the requirements of Bihar deserved much more. Bihar was not given its due in several Budgets that were pased after independence while several development works were taken up in several regions. Infact, even if the enitre Budget Provision is spent on Bihar it will still fall short of Bihar's due.

Six new Zonal offices are proposed to be set up under this Budget but Bihar has been given only one Hazipur zonal office. Then, how dare they say that Bihar has taken every thing. The railway Budget seeks to take up gauge conversion at about 30 places but as far as Bihar it concerned, Manasi-Saharasa, Harvisganj and Hazipur-Bachhwara and Patna-Gaya section (7.24 km) gauge conversion has been taken up. Sakri-Hassanpur line is also included. It is not a new line. It is an old one and a provision has been included in this Budget for its re-construction. Regarding introduction of new trains, the entire Budget seeks to operate more than two dozen new trains but Bihar has been given only 2-3 trains. Similarly, 9 DMU trains are proposed and Bihar has got only one Katihar-Manasi-Barouni DMU train. Those who term it as Bihar Budget are wrong and their concept is wrong. Bihar is a backward State where appreciable development work has not taken place. So, Bihar must be developed. I congratulate the hon'ble Minister for incorporating a provision for the construction of a railway bridge over the Ganga at Patna. This will facilitate operation of train between Hazipur and Patna.

SHRI RAJENDRA AGNIHOTRI: Don't go after Hazipur and putforth some fresh suggestions.

SHRI DINESH CHANDRA YADAV: This was not taken up earlier then how can I leave it. Bihar will not only be the source of revenue.

SHRI RAJENDRA AGNIHOTRI: You should take up other areas also.

SHRI DINESH CHANDRA YADAV: It would pain anybody if some development takes place in Bihar. I thank the Railway Minister for making Budget Provision for Hazipur-Patna railway bridge. This will bring the North-Bihar and South Bihar closer, they will come together. We have a 14 km railway line from Nirmali to Bhatiyahi. It was in 1944 that the devastating floods of the Kosi washed away this line and nobody has made efforts so far to reconstruct this line. Once a survey was conducted but no attention was paid to that. Shri Paswan ji has decided to conduct a survey of this line and has included some provision. Nirmali is a part of Supaul district. If we want to go to Supaul from Nirmali then we have to take a 100 km route via Nepal. Nepal does not allow to pass through this border from 7.30 p.m. to 8.00 a.m. howsoever important the visitor may be. If we want to visit Supaul district headquarters from our territory then we will have to travel 300 km via Madhubani. Darbhanga Samastipur. Khagaria and Saharasa districts. Therefore. construction of this railway line is very essential.

We have Kusheshwardham in Kosi region which has a great religious importance. If this place is provided a rail and road link then it will be as important as Hardwar is. There is a proposal to construct a line between Kusheshar and Khagaria. Saharsa-Banmankhi-Banvansi-Katihar and Darbhanga to Saharsa. This line should be surveyed on priority basis. There is demand for a direct line between Vaishno devi and Howrah or a direct rail link for Delhi via Hardwar. A survey for a new railway track from Sinari-Bakhtiarpur to Bihariganj was conducted in 1972-73 but no provision has been included for this line in the current Budget. A survey was also conducted for Madhupura to Siddheshwar. This also has not been included in the Budget. I would request the hon'ble Minister to order its survey and to lay the new railway track. A railway divsional office should be set up at Saharsa which is a district and commissionary headquarters. It is a beautiful city and a railway line passes through the mid of the town but there is no overbridge as a result of which. people face considerable difficulty. The local district officials have written to the Bihar Government and the State Government has forwarded the reuqest to the railway department. So a railway bridge should be constructed there as soon as possible. There should also be a foot bridge at Supaul district which is also a district headquarters. The Saharsa and Supaul junction should be converted into a model junction and should be beautified. Passenger sheds should be constructed at Koparia Sinoi Bakhtiarpur Bhatiyahi and Rakopur stations. All the railway stations including Simri. Bakhtiarpur should be electrified and a new trains from Patna to Manasi and Manasi to Saharsa should be introduced because there is no other mode of transport available there. A metregauge train runs there but a new trian is essential

The North-East Expres which operates betwen Guwahati and Delhi has the stoppage at Khagaria but tickets are not available for coming to Patna. So tickets under special circumstances should be given for visiting Patna from Khagaria. The Janaki-Express operates betwen Katihar-Sahrasa and Samastipur during night and a second train Hariharnath Express steams off in an interval of half an hour. I therefore demand the Hariharnath Express should operate in the night and the Janaki Express during day time. This train should be extended upto Hazipur and Sonpur. An A.C. coach should be attached to the Hariharnath Express because all the Members of Parliament and Legilative Assembly travel by this train. The bogies of this train should be maintained properly. Our hon'ble Members Shri Chunchun Prasad Yadav and Shri Anil Kumar Yadav have also demanded extension of Bhagalpur Mandar-hill line upto Deodhar because Deodhar is a place of pilgrimage. The people of Purnia and Sahrasa come to Deodhar via this route.

Madam. I would like to draw the attention of the hon'ble Minister to a peculiar situation that arises at New Delhi Railway Station. The most disgusting situation is that whichever train starts for North-Eastern region is occupied by the goonda elements and policemen when it comes at the platform from shunting yard. The poor people bound for Bihar are not allowed to board the train although they passes valid tickets. These goondas demand money from these poor labourers and if they refuse. there money is snatched and they are beaten. I would request him to ensure that money is not extracted by the polic and goondas from poor Bihari labourers who travel to their destination on general bogies.

I would make one more point and conclude. The road otuside the Naugachiya station is in a very bad shape. Water stagnates there. People face tremendous difficulty in catching the train. This road should be repared.

With these words I once again congratulate the Railway Minister for taking the historic step for the development of Bihar. This will not only benefit us but the poor people also

[English]

SHRI SATYAJITSINH DULIPSINH GAEKWAD (Baroda): Hon. Madam Chairman. alongwith my party colleagues today I also join welcoming this Railway Budget and in congratulating the hon. Minister of Railways. Shri Ram Vilas Paswan for releasing a Budget that really represented 90 per cent of the pasengers who travel by the Railways

In his Budget he has definitely looked into the aspect of the facilities and fares that should really suit the masses of this country who are very poor

I would also congratulate the hon. Minister that after many many years his Budget reflected an intention to really develop the areas of backward people and the tribal sector. He has shown his intention and his will to alocate some funds at least for the service of upcoming railway lines

It is of utmost importance because in the present context when the country is going into a transportation stage of economic growth where the country is going global and we are thinking of economy going global we definitely need our Railways to be self-sufficient

We would definitely like the entire country to be linked. the people to be communicating and the Railways are the only source for the middle class and the poorest of the poor to communicate with different regions for jobs and for better oppotunities. Since the hon. Railway Minister has shown his will. I would say. "Where there is a will. there is a way."

In this Budget. there is definitely a dearth of certain allocations: there is definitely a dearth of certain term planning. which I would like to highlight.

This Railway Budget does not properly present the performance of the freight operations. Years after years, the freight operations and its performance that would be earned from the freight operations can be shown in the B.E. but the R.E. has always been reflecting a bit lower figure and then the actuals are shown five or ten per cent more reflecting overall a good performance by the Railways. I would request the hon. Railway Minister to kindly go into the details and request the Railway Board to give the facts and the figures that the Railways will definitely achieve. The Railways are bound to achieve and the Railway Board should envisage a figure that should reflect the correct revenue because this is the area where the Railways have a scope of really earning more and developing more. The Railways. over and above the allocation of funds. are losing its revenue on the social causes that it serves.

I. on behalf of many hon. Members. give him the support. The Railway must get proper budgetary allocations and proper outlay from the final Budget because the non-availability of allocation will mar the progress of the Railways. I would also say that there is a fall in the share of the Railway in the final plan outlays. In the First Plan. the allocation was around 11.1 per cent and - today we think of progress and the country is going towards economic reformation - in the Eighth Plan. it was just six per cent. I hope. in the coming years. if the Railway Minister does not represent his case properly to the Finance Minister. I think. this allocation will still go down. Due to this. there is a pressure on the existing stock. If we look into the index figures. of Freight. In 1991 it was 100 and today the total index is around five times more: on the passenger traffic it is four times more and the available capital inputs that we had has grown up by just two times. How are we going to compare it with our total capital outlay. which has been increased only by two times? Whereas the total pressure on the freight and the passenger carriage has gone up by five and four times. So. the railway authorities must definitely look into the details. aspects and the planning and should envisage the future growth. And that is where. I would like to point out to the hon. Railway Minister that as of today. if you really want to grow. privatisation is the only answer to this. I would also request the hon. Minister to look into privatisation of all the auxilliary units, where the Railways have a scope of allocating it into the areas and the Railways will get definitely the business. If the Railways really want to provide facilities in the growing areas and in the under-developed areas, doubling of the railway lines is the need of the hour.

I would also request the hon. Railway Minister to Profusely plead his case with the Government that all the social cost towards daily commuters and the weaker sections. which the Railways are bearing, must be recovered from the Government of India because it runs into thousands of crores of rupees. In some states. there is a prohibition policy. The Central Government is providing the revenue that is lost by the State due to this prohibition policy.

Why do the Railways not avail of this subsidy? This can be done so as to be compatible and self-sufficient.

I will also request the hon. Minister of Railways that over a period of time, the efficiency of the Railways has been definitely decreased. Yes. it is due to the population growth but this year. the figure is inflated.

About performance. as of today. if we look into the index of 1950-51. Our share in the gross traffic was around 88 per cent and in the passenger traffic, it was 74 per cent. If we take the last index figure of 1991-92, the total share of our Railways in the case of goods traffic has been reduced to 47 per cent. Therefore, I request the hon. Minister of Railways to do a thorough research on this which is very much required.

Moreover. our present allocation in the plan outlays and plan heads has also been reduced as compared to the allocations of previous years. The allocation for the new lines has been reduced by Rs.61 crore. For doubling of lines. the allocation has been reduced by Rs.53 crore. The allocation for gauge conversion has been reduced by Rs.345 crore. There is an increase in allocation for rolling stocks. But if we take into consideration the inflation that is bound to take place. once the entire Budget is finalised. I do not think there is much scope for real development that has been shown in the Budget Plan outlays.

SHRI RAM VILAS PASWAN : You are telling that the allocation has been reduced. Please tell me in which area the allocation has been reduced?

SHRI SATYAJITSINH DULIPSINH GAEKWAD : The allocation for goods traffic has been reduced.

[Translation]

SHRI RAM VILAS PASWAN : Who says that the Government has reduced the budget allocations. I am not aware as to which figures an hon. member and other Member from the B.J.P, talked about. The budget allocations have not been reduced under any head—

be it rolling stock, new railway lines, gauge conversion—in comparison with the allocations of previous year's budget. As regards gauge conversion, the budget allocation is the same i.e. one thousand crore rupees. For new railway lines, the allocation was Rs.203 crore last year and it has been revised to Rs.220 core in the present budget. Similarly in the case of rolling stock meant for building new coaches and wagons, the allocation which stood at Rs.2940 crore last year has been increased this year. In the matter of doubling of lines, the allocation remains the same i.e. three hundred crore rupee. Therefore, the allocations under different heads have been increased to some extent and there is no reduction. So far as the wagons are concerned, the Government wanted to increase the allocation upto Rs.25 thousand crore. The original allocation last year under this head was Rs.4170 crore. However due to resource constraint, the Government had to make some reduction in this allocation. In the present budget, the allocation for the same stands at Rs.3805 crores as compared to the allocation of Rs. 2940 crore in last year. As three or four hon. members spoke on reduction in budget allocation, I thought it propoer to clarify the position. So, no reduction has been made under any head in comparison to the allocation made in the previous year.

[English]

SHRI SATYAJITSINH DULIPSINH GAEKWAD: I am of the opinion that if the Railways have to be self-sufficient, as I just said, I would also suggest to the hon. Minister of Railways that the Railways must enter into MOUs with the Zonal Railways administration. They must give autonomy to the Zonal Railways to work on their own, separately. Over a period of time. They may show the performance, take guarantees and see that the Railways flourish.

On this auspicious occasion, when I am making my maiden speech in the House, I would like to Highlight a few problems of may constituency.

Baroda is one of the most important cities on the map of India. Not only that, but also in Baroda, we have an Indian Oil company, we have Indian Petrochemicals and we have ONGCs. All these big companies and big centres are there. Also the Railways' goods department is earning the highest revenue from Baroda.

Baroda being so industrious and highly developing city, we do not have a train of our own for the people to come to Delhi. Baroda has a very high parcel traffic. The people of Baroda are getting very heavily waitlisted tickets. Everyday there is a minimum of three hundred or four hundred waitlisted passengers and since the quota is limited, we are getting a no room PNR.

Baroda being so highly developing city, MEMU trains were started in Baroda which are really very fast. They are very comfortable. But they are for the up-traffic passengers. However, they have stopped the 109 Dn passenger train which carries the working class people and the students from Baroda to Ahmedabad. In between there is a small village near Baroda, called 'Anand'. The students come from Anand and from there they go back by STA buses to various small villages. They must be in the range of 1200 to 1500. This passenger train was operating for the last thirty five years between Baroda and Ahmedabad and the poor people from various villages used to travel by this train for getting higher education in Baroda and for getting better job opportunities in Baroda. This train has been stopped because of the introduction of a train which is much faster, but it does not co-relate with the bus route. Hence, the people of my constituency, the students and the poor people, who are coming from villages, are finding it extremely difficult to pursue their studies. Previously they used to reach home at about 7.30 P.M. They had the time to eat; they had the time to do their home work. Now, they reach home at about 9.00 P.M. *(Interruptions)*

I want the restoration of 109 Dn passenger train between Baroda and Ahmedabad. Baroda is contributing so much to the revenue of the Railways. Its freight earnings are the highest because of the refineries, ONGC etc. Baroda has really given something to the Indian Railways.

So, these are the two important points that Baroda needs. Baroda people need a train upto Delhi. Since the Railways are contributing so much towards the tribal area, we do not mind, if you give us a bi-weekly train over a period of time because we know that there is a crunch in the infrastructure. At the same time, I would like to request the hon. Minister to represent the case of the Railways to the Finance Ministry since the Minister of Finance has allocated Rs.5,000 crore for infrastructure. So, railway boggies, new tracks and the doubling work must be considered into the Indian Budget planning and system as infrastructure. Let the hon. Minister of Railways allocate funds for the infrastructural facilities, and if those funds come from the Ministry of Finance to the Ministry of Railways and if this infrastructure is established by the Government and the Railways, then I think the Railways will function in a much faster way and much better way.

Before concluding, I would like to thank you for giving me an opportunity to give my maiden speech.

Finally, since I have come to this august House as a representative of the new generation, the people of Baroda are expecting something out of me and since I am representing their cause, I will request the hon. Minister of Railways to meet our just demands.

MR. CHAIRMAN : Hon. Members, there are still 19 speakers. So, once again, I will appeal to all of you to come back to the five-minute formula.

SHRI RAM VILAS PASWAN : So, it will go upto eleven o'clock. There is no problem...*(Interruptions)*

MR. CHAIRMAN : Now, I call Dr. Satyanarayan Jatia.

[Translation]

DR. SATYANARAYAN JATIA (Ujjain) : Madam Chairperson, all of us are aware of the importance of Railways and the good our efforts are to run trains effeciently, the more will be the benefit to the people. We want to bring about some change but because certain inherent drawbacks, we are unable to achieve our gool. Therefore, we are seeking the development of the country in piecemeal. However .

Rail Mantri Bhart Ke Hain
Desh Ka Samucha Karain dhyan.
Railon Ki Suvidha Sabko
Deejiye ek Saman.

Samasya to Samasya hai
Tatkal nivaran Keejiye.
Jise Kar Sakte hain
Use Lambit na Keejiye

Asardar Logon ka Rutba
To hota hi hai Janab.
Unka na Kam rukta
Koi aur ho ya rahain aap

Aise bhi Log hain jinhen
Aap Jyaada jaante nahin.
Aur aise bhi jinka
Siyasati itteffaq nahin

Ummeed hai kisi Kshetra ki
Kahin Upeksha nahin hogi
Aavshyakta ko Mahatva denge
Nahin koi kami hogi

Hazipur Nandyal ka
Fikra achha hai janab
Kintu Ujjain Indore Kota ko
Bhool gaye hain aap

Railain Chalain, achhi chalain
Sanrakshit Chalain Surakshit Chalain
Door Sudoor tak Jaayen
Samay par Chalayen

Jan Samanya ki Suvidha Badhayain
Chalte Chale Chalte Jaye
Safalta ke liye
Hardik Shuba Kamnayain

(The Railway Minister belongs to India. He should care for the whole country and ensure equitable railway facility. He should resolve the problems without delay. Influential people have their say and they can get their work done. There are people with whom you are not quite acquainted and they have their own political views. We hope you will not neglect any region. There is mention of Hazipur and Nandyal but he had forgotten Ujjan Indore and Kota. He should ensure safe railway travel and augment general facilities. I wish Him success in his endeavour.)

I would like to make a few points in brief. He has tried to increase the efficiency of railways. The production of diesel and electric rail engines has gone up. The 1996-97 budget proposes production of 142 diesel engines as compared to 114 engines produced in 1995-96. The number of electric engines is proposed to be increased from 135 to 195.

04.47 hrs.

(Shri P.M. Sayeed *in the Chair*)

Production of passenger bogies is also being increased but the EMU has come down from 443 to 400. The general bogie fleet is proposed to be increased from 1313 to 1696. The electrification job is also going to pick up fast. He also proposes conversion of gauge. I would request him to include a provision for electrification of Ujjain-Indore section of the railways which is a 78 Km. track. This will benefit the local people.

Regarding gauge conversion, the Neemach-Ratlam section has been taken up for gauge conversion, but no provision has been included therefor. Kota Neemach Section has already been converted. I will request him to initiate the process and accelerate the pace of progress.

In would like to make certain suggestions about operation aspect. A new Indore-Jaipur-Jodhpur train should be started. There has been a long standing demands for this train and I have had talks with him in this regard. Indore is an important industrial town of Madhya Pradesh while Jaipur is the Capital of Rajasthan. Similarly a train should be run between Mhow and Chittor. Decisions have been taken many times in this regard but train has not been started yet. The Gorakhpur-Ahmedabad train should be operated daily because this train operates *via* Tundla-Gwalior, Bina, Guna, Ujjain and Ratlam. The proposed Dohat-Ratlam E.M.U. services should be extended upto Ujjain. The weekly Jaipur-Madras train should be run *via* Sawai Madhopur-Kotanagda-ujjain and Bhopal. The 2961 and 2962 Avantika Express should be extended upto Mumbai Central. The former Railway Minister Shri Suresh Kalmadi had announced its extension. Now he is no more the Minister and Shri Pawan ji is the Railway Minister.

The computerised reservation facility is not available at all the railway stations. It should be provided to the remaining stations. The computer should have Hindi feeding. It speaks English only. The computerised reservation office of Ujjain should be linked with Delhi PRS. The reservation quota of Khachrol Station should be increased. The quota in 2962 Avantika Express. 1270 Bhopal Rajkot Express. 5064 and 5063 Avadh Express. 9166 Sabarmati Express should be increased. Similarly 3-tier sleeper should be attached instead of Ist class bogies to the 4005 Up and 4006 Down Indore-Hazrat Nizamuddin. Indore inter city train 50 as to increase its seating capacity. The Vikramgarh-Alot is an important station. Its reservation quota should be increased. Similarly the quota of 9019. 9020 Dehara-dun Express. 4005 Hazrat Nizamuddin. 5064 Avadh Express should be increased. There is also need to increase the Nagda quota of 1172 Indore-Howrah Express.

Sir. Now I would like to make few points about construction work. The Nagda railway station is unimportant station and it is located in between two railway lines. Therefore this station should be constructed in a befitting manner. The platform should be improved. The job of doubling the Bhopal-Muxi rail track has been stopped. This should be resumed. The Indore-Neemuch metre gauge should be converted into broad gauge. The Inter-city Express should be given a stoppage at Alot and the August Kranti Express should be provided a stoppage at Nagda because this train does not halt in Madhya Pradesh.

The 9019-9020 Dehradun - Mumbai Central Express should be give stoppage at Sria. This will benefit the local villagers. The 1269. 1270 Bhopal-Rajkot Express should be given stoppages at Unhale and Tarana Road. The bogies of all the Mail and Express trains should be increased to facilitate convenient travel for the people. The 4005/4006 Inter City Express and other trains have old rakes. They should be replaced by new ones. The metre gauge and broad gauge general bogies of Rattam division of Western Railway are also very old. They should be changed. The accommodation facilities should be augmented for railway employees.

He has announced that the fare of sleeper class will not be increased upto a distance of 200 km. But one will have to pay Rs.62 whether he travels one Km or 200 Km. Therefore. their is need to reduce increase in fare beyond the distance of 200 Km. He must ensure better catering service. cleanliness. punuality. austerity. operation safety so as to reduce the incidence of accidents. He has already promised such facilities. I hope he will make all these arrangements and with these words. I conclude.

[English]

SHRI SUNIL KHAN (Durgapur) : Hon. Chairman. Hon. Members of this august House. Officers of the Railways and writers of minutes.

Sir. this is my maiden speech. Firstly I congratulate the hon. Minister of Railways for presenting the Railway Budget. I fully support it although I would like to raise some points. through you. regarding my Durgapur constituency in West Bengal. durgapur is known as 'The rush area of Eastern India' for its present industrial network. Naturally this area needs particular attention from the Central Government for building up necessary infrastructural facilities so that a new train should be introduced from Durgapur to Howrah due to heavy rush of the passengers.

The 359 Up train arrives at Durgapur at 2105 hours and and leaves at 2140 hours. Please extend the train upto Andal Station so that the daily passengers durgapur Steel plant. Alloy Steel Plant and Thermal power stations may reach their places in time.

Some Extra EMU coaches may please be introduced in the Asansol-Burdwan section at an interval of one hour for the benefit of the daily passengers. causal passengers and university students and college-going students. The trains. Asansol-Howrah Express. Dhanbad-Howrah Coalfield Express. Rampurhat-Howrah via Durgapur Mayaurakkshi Fast Passenger. should run in proper time.

The railway retiring room of Durgapur station may please be shifted near the platform. The station should be modernised because Durgapur city is the Steel city.

Both Durgapur and Burdwan stations may please be attached with the computerised railway reservation network and as an interim measure the quota at Burdwan station of berths in the Purva Express may be increased.

According to the Common Minimum Programme of the Government. I would like to mention about the Bankura district which is very backward district of West Bengal. The hon. Minister of Railways is requested to please extend the railway tracks from Mejia Thermal power project to Bankura which is only 13 kilometres by road this will facilitate transportation of coal and other material to Midnapore district also for catering to the needs of Haldia Project and help Bankura district for industrial growth.

Secondly. you are also welcome for allocation on Bankura Damodar River Railways. but it is far from the actual need. As such more funds may be allocated for it. Apart from that. introduction of diesel engine in this sector may please be ensured by September. 1996. Our proposal for uplinking the present line with Tarakeswar and Durgapur may also please be considered.

EMU coaches should be introduced between Bardel junction to Katwa junction. Overhead electrification from Katwa junction to Ajimganj junction should be extended. Double track should be constructed from Bardel junction to Ajimganj junction. Narrow gauge of Katwa-Burdwan and Katwa-Ahmedpur may be upgraded to broad gauge. The condition of Burdwan junction is very precorions. So, the hon. Railway Minister is requested to solve the problem of that station. In the greater interest of the jute workers of Bihar, Sealda-Samistipur train should be included with three or four compartments.

SHRI VEKATARAMI REDDY ANANTHA (Anantapur): Mr. Deputy Speaker, Sir, this is my maiden speech in this august House of parliamentarians.

The Railway Budget for 1996-97 presented by the Hon. Minister, Shri Ram Vilas Paswan is people-oriented Budget. I congratulate him for presenting it. He has taken the interests of the common man into account and did not increase the fares of second class.

Sir, I represent Anantapur in Andhra Pradesh which is one of the most backward districts of the Country. Anantapur falls on Bombay- Bangalore broad gauge line and in this constituency, there is also one very important station, Tadipatri which is on Madras-Bombay line.

In his Budget speech, the hon. Minister said that the Secunderabad-Dronachalam gauge conversion will be completed in the next financial year. The total amount estimated of this is Rs. 287 core out of which Rs 184 crore have already been spent. In this year's Budget, a small sum of Rs 10 crore is provided for this very important work. There is a minimum necessity of providing for at least Rs 102 crore for this work. The gauge conversion work has been partially completed upto Mahaboobnagar only with the result that at the dead of the night, at 2 am, the passengers have to alight from the broad gauge train and board the meter gauge train. The plight of those passengers, particularly ladies and old persons and those with heavy luggage in very difficult to describe. This gauge conversion should be completed at the earliest to mitigate the problems of the passengers of this area. So, I request the hon. Minister to enhance the budget allocation from Rs. 10 crore to Rs 40 crore at least.

There is another very important work concerning my constituency, that is, gauge conversion work from Guntakal to Vijayawada *via* Kalluru. This gauge conversion will help the passengers of Visakhapatnam, Vijayawada and other to travel to Hubli and other places in Karnataka and will help in a long way in the transportation of goods. This work should be taken up on top priority basis and I request the hon. Minister to make a provision in the Budget for this very important work.

I request that the Anantapur station may be connected with all-India mainframe computer in Delhi for reservation purposes. In addition, the Bombay-Kanyakumari Janata Express should be given a stoppage at Tadipatri and the Rajdhani Express from Delhi to Bangalore should be given a stoppage at Anantapur.

Sir, the Mysore-Tirupati Express has been extended upto Kondapuram station to facilitate the passengers of Cuddapah district. I wish to submit that from Kondapuram, it is only one hours journey to Tadipatri. Tadipatri being the important centre in Anantapur district and also there is a vast potential of passengers and goods traffic from this place to places like Bangalore and Mysore, the day time halt of Inter-City fast Passenger - the name it gets after reaching Tirupati - should be ordered upto Tadipatri. With this, the train will run as Inter-city Express between Tadipatri and Tirupati and from there it will go to Mysore. This is one of the most urgent needs of the people of the area.

Sir, these are some of the very important and pressing demands of the people of Anantapur district. There is every necessity to take up these works on priority basis. As a Member representing one of the most backward areas of this country, I feel it my bounden duty to request the hon. Minister to be more generous and enhance the budgetary support to the above gauge conversion and other works.

05.00 hrs.

[Translation]

SHRI ANNASAHIB M.K. PATIL (Erandol): Mr. Chairman, Sir, this Railway Budget does not do justice to all the States because it has been prepared for certain states under pressure from some people. Maharashtra has been greatly injusticed. The Railway Minister was saying that this Budget will benefit tribal areas and poor people but I would like to ask him whether Maharashtra does not have tribal areas or poor people? He had not taken core of them in this Budget. The fare and freight hike of 10 percent is definitely going to affect the poor people. The common use commodities will become dearer. The raw material used in factories will also become costly. The cement, steel, coal being transported by goods train will become dearer. Similarly, it will affect the power production and construction line, automobile industry. This Budget will place more burden on the poor people because the price of petroleum products have also been increased.

He has proposed 10 new fast trains in this Budget and the frequency of 13 trains will be increased. The 10 trains have been extended to a longer distance. It is a good thing. In my opinion, when fast trains operate, the goods trains have to be stopped somewhere as a result of which their movement slows down and number also falls. Operation of a fast train will reduce the operation of 3 goods trains. 7 thought this Budget will increase goods traffic to the maximum but the goods traffic will come down because of cut in the goods trains.

I do not want to do into the statistics of the Railway Budget. He has proposed minor adjustments for introducing new lines, for gauge conversion, for doubling and electrifications, and for this, he has increased the freight an fares. But there is no semblance in the rate of inflation an the 6.65 percent surplus funds that railways get. What has been announced in the Railway Budget is in my opinion a hollow assurance and hollow promise.

Now, I would like to draw his attention towards the difficulties being faced in my Erandol Parliamentary constituency in Maharashtra. There has been as long standing demand of a railway bridge at Pachora. I will request him to meet this demand. Banana is exported to various parts of the country from Pachora, Kajgaon but the banana is not treated as fruit by the Railway department. I will request the hon'ble Minister to keep banana in the category of fruits. I would also request him to extend the Pachora-Jamner narrow gauge line upto Ajanta. 'Bhoomipujan' has been performed many times for converting this narrow gauge into broad gauge and it had been done twice in the last ten years this time this government should start conversion of this line and I hope the 'Bhoomipujan' will not be dishonoured.

There are no platforms at the stations in a 50 km section from Jalgaon. There is no retiring room, no facility or drinking water and no accommodation for railway employees. I would request him to provide all these facilities. He should endeavour to provide maximum facility with minimum trains is done in foreign countries, with these words I conclude.

SHRI KALLAPPA AWADE (Ichalkaranji) : Mr. Chairman, Sir, I rise to support the Railway Budget presented by hon'ble Paswanji. The United frot Government has sought to push further the policies of the previous government whether it is economic policy or industrial policy or development programme elated policy. I, therefore, congratulate Shri Paswan ji. The manner in which he has prepared and presented the Budget shown that he has given a concrete shape to the policies of Congress government which aim at increasing the prosperity of the country and augmenting the railway facility. He deserves our appreciation for putting up a programme for bringing about improvement in backward areas by giving better railway facilities. There has been a long standing demand of the people for laying a new railway track from Kolhapur to Ranagiri. This demand has come from all the leaders, legislators, industrialists, traders and it was placed before the former Railway Minister Suresh Kalmadi ji when he visited Kolhapur. He had given an assurance that a survey would be conducted immediately and a concrete programme prepared in this regard but the assurance has not been fullfilled so far.

In Maharashtra, Chatrapati Shahu Maharaji is remembered with great reverence. He was the propounder of educational facilities in Kolhapur district. He was responsible for the industrial development and for extending facilities to the people of all castes and faiths. Similarly the name of Dr. Bhimrao Ambedkar and Mahatma Jyotirao Phule is also remembered with great respect. The local people had put up a demand that the Kolhapur railway station should be named after Shrimant ChatraPati Shahu in the manner the Mumbai V.T. has been named after Chatrapati Shivaji. The former Railway Minister, Shri Kalmadi ji had given assurance in this regard.

Kolhapur, Sangli, Satara, Parat and Ichalkaranji are considered as the Manchester of India. The textile industries, engineering industry, sugar factories all are located there. He is aware that the local gur and juggery is famous in Gujarat and throughout the country. The grapes produced in Sangli district are called the 'Tasgaon Chaman'. Grapes, Pomegranate and Strawberry are produced in large quantity. Adequate facility for movement of these fruits to the fruit market should be made available. For this purpose he should provide refrigerator bogies so that the fruits do not perish early because these fruits are sent not only to Mumbai but also to Delhi and Calcutta. They are even exported to other countries and if the consignment does not reach on time the farmers will have to bear heavy losses.

The area needs industrial development and the existing number of trains falls much short of the demand the local people have made a demand for operation of a superfast train and that train should also be named after Shrimant Chartrapti Shahu. The up and down train stops at many places as a result much time is taken. Therefore there is genuine demand for a fast train.

The length of platforms of Jaisinhpur, Hathkarangale and Rukri Stations on Miraj-Kolhapur route is less as a result of which small children and women fall down. These platforms should be lengthened. An overbridge should be constructed near Hathkarangale. A manned railway level crossing should be provided at Lakshmi Audyogik colony to facilitate easy crossing of the railway line. Kolhapur is an industrial centre but it lacks railways facility. There is no railway reservation office there and we have to make booking at hubli on phone. Trains are not available there. Coaches are not available there, so an airconditioned bogie and a first class compartment should be given for the traders and other passengers. I hope he will exceed to all these demands and with these words I express my gratitude to him.

DR. RAMKRISHNA KUSMARIA (Damoh) : Mr. Chairman, Sir, I feel shy again and again to praise Ram Vilas ji although I want to praise him because I am surprised to see why his penetrating eyes have ignored our Bundelkhand region. Sir, Bundelkhand is a neglected area although it has mineral bearing area like Panna and Chattarpur. We had demanded a Lalitpur-Singrauli railway line. We sat on dharna also along with Uma Bharti and Rajendra Agnihotri. We were assured that its survey would be completed by 31st August and the project will be forwarded to Planning Commission. Saint Satpal ji is sitting here and I have full faith in him. This area has mineral wealth in abundance and is full of natural wealth as well. These can be exploited by laying a railway line. He has to change the system and no expenditure is involved. Kshipra Express operates from Indore-Ujjain and it converts the places of pilgrimage in Varanasi and Allahabad. This train runs four days a week. I would request this train should be run daily. Similarly Sir, the frequency of Sombalpur-Hirakud Express has been increased from thrice to four times a week and I would suggest this train should run daily to facilitate convenient movement of the local people. He has promised introduction of two new trains. Sir, the Bina-Katni-Sagar-Damoh track is being neglected by treating it as goods track. All the trains operating via Jabalpur. He is going to introduce a Korla-Patna train and this will also pass *via* Jabalpur. A Pawan Express is also operating. All the trains from Bilaspur to Indore operate via Jabalpur. The entire fleet to trains passes through Jabalpur while other areas are neglected. What I mean to say is that this train should operate between Bina-Katni and Reeva-Bhopal. The Korla-Patna Train should also run via this route. The people of this area are facing great difficulties and I am trying to express my feelings before him. I am not threatening of launching an agitation. The local people say that if the passenger trains are not run there, then they will be compelled to stop goods rains. I am putting before him the agony of people and I hope he will resolve their problems.

Now, I would like to putforth some small proposal about my area. An overbridge has already been sanctioned for Damoh and funds have been allocated. The State Government is prepared to bear its share. They have forwarded a proposal for approval. I would request him to intiate this job and take credit for the same.

SHRI RAM VILAS PASWAN : Are you talking of any train?

DR. RAMKRISHNA KUSMARIA : No Sir, I have made a submission about an overbridge. I want that this should be inaugurated by you.

SHRI RAM VILAS PASWAN : There is no difficulty. I will see it.

DR. RAMKRISHNA KUSMARIA : This overbridge has already been sanctioned and funds made available from here. He has just to inaugurate it and I am inviting him for this purpose. He is welcome to our place.

Now, I turn to the passenger facilities. We have no retiring room at Damoh Railway station as a result of which the passengers experience a lot of difficulty during rains. The Mahamaya express and no general bogies. It is presently an 11-bogie train and it can be increased to 16-bogies. It will provide great relief to the passengers of Jablapur and Delhi. There is also need for reservation of 40 berths in second class. In Sambalpur Express too, reservation of 10 berths is necessary and reservation of 4 berths in A.C. 2-tier is also required.

Similarly reservation quota should be increased in the Chapra Express from both sides. Four births should be reserved in Amarkanta Express. Reservation should also be provided in the proposed Kurla-Patna train. Similarly, reservation should be extended in Reeva-Bhopal train. With these words, I thank you, Sir.

*SHRI OSCAR FERNANDES (Udupi) : Mr. Chairman, Sir, at the outset I would like to thank the Hon'ble Minister of Railways for granting a zonal office in Karnataka.

Sir, I have some demands pertaining to my State Karnataka. I urge upon the Hon'ble Minister to set-up a Divisional Railways office at Mangalore. The people of Karnataka are demanding to expedite the gauge conversion work of the Karnataka are demanding to expedite the gauge conversion work of the Railway line between Mangalore and Hassan. I am glad to mention that the Centre have announced that the gauge conversion work between Hassan and Mysore would begin soon. My humble appeal to the Hon'ble Minister is to take up the gauge conversion work between Shivamogga and Talaguppa on top priority basis.

The decision of the Government of India to lay a new railway line in Chikkamagalur, the Parliamentary Constituency of our late lamented leader Indiraji is highly commendable. The people of Karnataka are grateful to the Centre for this new railway line.

Marcara has no railway link. This important place should be provided with railway link. In addition and the centre should take up the construction of a railway line.

Marcara has no railway link. This important place should be provided with railway link. In addition the

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* Translation of the speech originally delivered in Kannada.

Centre should take up the construction of a railway line between Bidar and Gul barga.

Konkan railway was the long pending demand of the people of Southern and Western India. This pride project is at the verge of completion. Many people have offered their lands for Konkan railway project. Unfortunately Konkan Railway has not provided jobs to the persons who have given their land for the Konkan Railway project. Infact these persons should have been given jobs when the land was taken over by the Konkan Railway

The former Railway Minister Shri Jaffar Sharieffji had constituted a committee of M.P's to look into the problems of these people These problems of the people have to be looked into by the Centre and jobs should be provided to them. Konkan Railway Corporation has decided to provide jobs to these hapless people. But it is very essential to relax the age limit of the these people. because the project was started in the year 1989 along the West Coast line Those who were to get jobs at the time of the beginning of this project have not jobs so far. Hence the age limit should be relaxed. Immediate relief should be given to the persons whose land has been submerged by water and where agriculture is not possible.

The report of the Members of Parliament has to be accepted by the Centre. Over bridges and under bridges had to be constructed at the earliest. All the recommendations of the Committee have to accepted by he Centre.

Sir. I thank you for giving me this opportunity and with these words I conclude my speech.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. I also thank Shri Ram Vilas ji for presenting the Railway Budget for year 1996-97. He is the first Railway Minister who has delivered his Budget speech in the national language of India in this Supreme Panchayat of the country. But at the same time I would like to oppose some of his proposals because of the wrong policies. I would not like to go into the details about which several hon. Members have already spoken. My objection is that proper attention has not been paid to the construction of the new railway track and electrification of railway lines. I feed pity on the Railway Minister. The hon'ble finance Minister was present during the Railway budget speech. It was repeatedly said that the demands of members will not met even if the entire budget provision of the Finance Ministry is spent. However whatever he has reflected in the Budgets in commendable.

Delhi is the heart of the country and Uttar Pradesh is the heart of Delhi. I have been elected from Western Uttar Pradesh. I would not like to go into details because several hon'ble members here already taken much time. I again say that I would not like to repeat what the hon'ble members have said but Ferozabad is an Industrial area where 400 industrial units are functioning. Half of my constituency falls in Agra district which is very important tourism spot of the country but this had been neglected. The tourists from all over the world visit this place

I will say that he has tried to create differences among us. The Agra Railway Station lacks all the facilities despite the fact that Agra is visited by tourists from all over the world

He was the Member of tenth Lok Sabha and used to raise many points. He also talked of Ferozabad but today he is in treasury benches and we are in the opposition. If he does good work, we will support him and if he goes wrong we will definitely oppose him

Now I would like to come to my constituency. In 1989 Shri V.P. Singh was the Prime Minister and Shri Ajay Singh was the Railway Minister. The Agra-Fatehabad-Bah and Urimor railway line was surveyed thrice. There existed a railway line during British period but the same was closed for some reasons. I therefore request him to start work on this railway line. I have written repeatedly but I am sorry to say that I have not been given the survey report so far. Then, there is need for an overbridge at Ferozabad. I have been raising this issue since the 10th Lok Sabha. I raised this matter under Rule-377, under Rule-193 and during zero hour but the same has not been constructed so far. His railway officers are sitting there and he can enquire from them. Last year, a serious accident look place at Ferozabad and the burden of sins of railways was born by the people of Ferozabad and the local voluntary organisation

I demand that an overbridge should be constructed near the culvert at Chand market of Ramnagar near Shikohabad in Ferozabad, lest there occurs a serious accident as occured last year. I shall conclude after making a demand for the overbridge. Sir, through you, I would like to ask the hon'ble Minister, what he has done with regard to this overbridge?

SHRI RAM VILAS PASWAN: No proposal for an overbridge has been received from the State Government.

SHRI PRABHU DAYAL KATHERIA: Please check it up. It has been forwarded

SHRI RAM VILAS PASWAN: The proposals for overbridges are not prepared by the railways. They are prepared by the State Government and the railways share half the expenditure. I would like to tell him that no proposal has come from the Government of Uttar Pradesh. He should get it forwarded from there. I shall immediately sanction half the funds on behalf of the railways.

SHRI PRABHU DAYAL KATHERIA : Mr. Minister, Sir thank you very much. Please get it checked up with the Railway Ministry. It has already been forwarded by the State Government. Trades from all over India visit Ferozabad. A large Jain population resides around Puri in Orissa. No train is available from there. The Neelanchal Express should be provided a stoppage at Ferozabad. I had been making this demand since I was elected to the 10th Lok Sabha. I also require that a stoppage for Delux Express should be given at Ferozabad. The passengers train which originates from Delhi and terminates at Tundla should be extended upto Sukhabad. This will benefit the general public. These are Superfast trains. *(Interruptions)* There is a railway level crossing as Delhi-Bombay national highway at Sainyua near Agra where traffic gets jammed for hours together. Many deaths have occurred because of non-availability of emergency treatment in time. One or two women have also expired in delivery cases. I would therefore request that an over bridge should be constructed at Agra.

I hope he will accept my demands and enlighten me about them during his reply.

SHRI RADHA MOHAN SINGH (Motihari) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the railway budget. I also thank the Railway Minister for introducing a clever Railways Budget because this is the first time that an anti-development oriented an politically motivated Railway Budget has been introduced after independence. The new perposals for conducting surveys have been announced to appease the villagers. There are not related to development. This is clear from the meagre provision of Rs.4.66 core made for survey jobs for different areas. the fact is that the announcements in regard to survey work have been made only to before the villagers. These proposals seek to placade the rural the rural population that a train is coming to their villages. There is nothing more in them. If we consider the previous statistics about the annual average length of new tracks constructed during the post-independence period, then we will come to the conclusion that a provision for construction of only 99 km new railway line has been included in this Budget. That is why it is a only 99 km new railway line has been included in this Budget. That is why it is a political Budget, it is not a development oriented Budget. The fact is that he will not be able to achieve as much development targets as were achieved last year. A sum of Rs.220.55 crore has been included in the 1996-97 budget for laying new railway line as against the provision of Rs.281.71 crore provided in 1995-96. This clearly shows that we will not be able to do as much work as was done last year. Similarly, for track conversion a provision of Rs.1177.92 was made in 1995-96 which has been reduced to Rs.829.56 crore in the 1996-97 Budget. On computerisation of railways also, the provision has been reduced from Rs.83.82 crore to Rs.75 crore. Then expenditure of electrification project has also been brought down by 6 percent. In all, this Budget has derailed from the rails of development. Much has been said here about Bihar. Many announcements have been made for this State. I was surprised to listen that the hon'ble Minister has made use of his powers but the reality is otherwise. Proposals for new railway lines have been included at item Nos. 15-18 on page 38 of the explanatory memorandum to the Railway Budget. Bihar will need a sum of Rs.250.79 crore for implementation of these projects while a meagre provision of Rs.4.80 crore has been made. Items 41 to 47 on page 45 relate to the proposals pertaining to gauge conversion and implementation of these projects involves an outlay of Rs.368 crore whereas only a sum of Rs.19 crore has been provided for this. This shows that whatever is being said about Bihar is wrong.

However, I would like to congratulate the hon'ble Minister for announcing the construction of a railway bridge over Ganga in Patna. But I don't know when this bridge would be constructed. I would also like to point out, what the people have got after these announcements. A boy named Abhishek Rai was killed in police firing at Sonpur. The area is still tensed and down of people are in lockups.

The Railway Ministry must have a technical department for conducting surveys and determining feasibility. There must be some technical grounds for constructing a new railway line or a railway bridge. Day before yesterday a legislator raised a point in the Bihar Vidhan Sabha during zero hour and in reply the Chief Minister said that he was the National President of the Janata Dal and that is makes the Prime Minister and the Railway Minister himself. Therefore the bridge will be constructed at a place of his choice only. If this is the situation, then I think, the technical department of his Ministry should be wound up. There is no need to spend money on any survey work in Bihar because the Chief Minister himself says that the bridge or the railway line will be constructed at places which he would decide.

MR. CHAIRMAN : You have consumed your time. Please conclude.

SHRI RAM VILAS PASWAN : He was also demanding that the bridge should be constructed at a particular place. He was shouting dog before yesterday while sitting on that side. There is no difference between him and the Chief Minister as far as this House is concerned. He should not say such things.

SHRI RADHA MOHAN SINGH : It is an important bridge it involves huge outlay. Its construction must base on technical knowledge. I would like to draw the attention of the Minister to 2-3 more points.

SHRI RAM VILAS PASWAN : The Chief Minister did not say anything before. We should express our sorrow on this on fortunate incident. The Chief Minister did not say anything. The construction work will take place only where it is feasible but these people have unnecessarily given it a political colour and the death of the boy was the consequence of this politicking. Why this agitation was launched? Why these people participated in it?

SHRI RADHA MOHAN SINGH : It had appeared in the Press. Nobody is giving a political dimension to it.

SHRI RAM VILAS PASWAN : Why is he referring to Press reports? He should not indulge in such things.

SHRI RAJENDRA AGNIHOTRI : This is the reply given in the Bihar Vidhan Sabha. Did the Bihar Chief Minister say that the bridge would not be constructed here but would be constructed elsewhere?

SHRI RAM VILAS PASWAN : He is quoting a press report about what the Chief Minister said but I am referring what the hon'ble Member had said here.

SHRI RADHA MOHAN SINGH . The bridge involves a huge outlay. It must have some technical basis

SHRI RAM VILAS PASWAN : Of course, it will have

SHRI RADHA MOHAN SINGH . The Chief Minister himself makes Prime Ministers and Railway Ministers. Will he now make railway line also?

SHRI RAM VILAS PASWAN : He should be discreet.

SHRI RADHA MOHAN SINGH : Now I would like to draw his attention towards the borders of this country. There is Gateway of Nepal which is a transit place for the visitors for going to Nepal and coming to India. This gateway of Nepal is Raxaul. The hon'ble Minister is well aware of the situation of this place. The work of gauge conversion of Mujaffarpur-Raxaul section of this railway line was completed in March 1995 and now the Mithila Express operates on this line thrice a week. There has been demand for years about conversion of this metre gauge line into broad gauge but when this line was converted into broad gauge, no long distance train was introduced. A large number of Nepali people come to Raxual for onward journey to India and similarly Indian come in large number at Raxaul for visiting at Nepal. I would request him to introduce long distance trains from Raxaul the Shaheed Express. Delhi Majuaffarpur Express. Mujaffarpur-Kurla Express. Mujaffarpur-Ahmedabd-Sabarmati Express should originate from Raxual. I would also like to draw his attention towards unnecessary delay being caused in the gauge conversion of Sugauli-Gorakhpur line. The Sugauli-Narkatiaganj branch line was to be converted alongwith Mujaffarpur. Ruxaul line but this was not done. Similarly, the job which was to be completed by March 1996 war not completed. Now it is proposed to be completed by December 1997. I would submit that there is great resentment among Champaran population over this inordinate delay. He must take some steps in this regard also.

Motihari has been the headquarters of Champaran. The Nepal Taria and Hazipur-Champaran-Mujaffarpur-Sitamari areas are the most densely populated areas in the world. There. is no overbridge at any place in Champaran town. I would request that overbridge should be constructed in Motihari and Ruxaul. When Mahatama Gandhi returned to India he visited Motihari first. The Motihari Platform has not been improved since British days. Various Sketches of the visits on different occasions of Mahatma Gandhi at Champram Platform are missing. What I mean to say is that this station should be modernise.

Now, I would like to draw his attention towards Mujaffarpur. The catering Position is very bad. He can himself verify it. I would also request that a railway link should be provided in the Buddhist circuit in Bihar. Vaishali. Kesaria and Areraj are the places of historic importance in Bihar and they are visited by thousands of domestic and foreign tourists. Lakhs of people every year to pay their obscieance. The 125 feet high stupa, which is the highest stupa in the world, is being constructed at Vaishali with the assistance of Japan. Inspite of all there things no railway facility is available to the tourists and local people there. A direct railway track should be constructed from Hazipur to Sugauli via Lalganj-Vaishali-Kesaria-Areraj. This will benefit dozens of trade centres and historic monuments. This will also connect 11 blocks of East Champaran district and also those of Vaishali-Mujaffarpur area. This has a population of about 30 lakh and nearly 15.000 villages will get facility. This track also covers Buddhist circuit. I would request him to honour Vaishali which is the Mother of democracy by announcing the scheme for construction of the aforesaid new railway line, that is Hazipur-Sugauli railway line. I hope he will certainly announce the construction of this new railway line and with these words, I conclucde.

PROF. I.G. SANADI (Dharwad-South) : Sir, I rise to support the Railway Budget presented by honble Shri Ram Vilas Paswan. I appreciate his sensitivity towards social justice that has been reflected in this Budget. The railways are the milestone of our progress, development and employment. They are the Symbol of our prosperity. The operation of Railways is continuous and we can compare them to the time which never stops. Railways are the very infrastructures of our development the hon'ble Minister has done a good job by announcing railway links to backward under developed and tribal areas. I hope many of this steps will bear fruits and he had unlimited capacity to do so.

This is my maiden speech. I will refer to 4 points and take only 4 minutes. First. Hubli-Dharwad has a 111 year old workshop which has become a curse today. A Rs.38 crore development programme was prepared for it in 1994-95 but the same was cancelled. There was also a provision of Rs.22 crore for the procurement of new machinery. Those machines have not been procured. I would request him to take steps for the expansion if this workshop. It is a very efficient and capable unit and many upwards have been given to the workers of this workshop by the Railway Board. It has the capacity of building ICF bogies. It has very skilled workers who can produce 110 bogies per month. I would request him to increase the number of units. 200 units were provided for building wagons but only 150 are functioning. It used to employ 8000 workers which are now come down to 4000. There are 800 vacancies also. I would request the hon'ble Minister to fill these posts and give a new shape to and overhaul the workshop.

Second Point is that the hon'ble Railway Minister has said that Hubli-Ankola new railway track has been surveyed. I had been listening this statement for the last 4 years. The formar Raiway Minsiter had said that the survey report has been submitted to the Planning Commission but the same has not been given practical shape. In 1986. Prime Minister late Shri Rajiv Gandhi had visited Karnataka and said that there was imperative need for the construction of Hubli-Karwar railway line to ensure economic and industrial development of Karnataka. The present Prime Minister Shri Deve Gowda was present there. What he had said. I would like to quote and I quote :

[English]

> "It is the longest desire that the Hubli-Karwar Line should be included in the Eighth Plan".

[Translation]

It is a general accusation that whosoever becomes the Railway Minister. he thinks for the welfare of his own area. The entire funds are diverted to that area. Paswanji is also being accused and Shri Sharief was also accused that more money was allocated for Bangalore and Karnataka. I would like to again quote the present Prime Minister about his views on the Development of railway in Karnataka and I quote :

[English]

> "Karnataka has given five Railway Ministers but unfortunately the State of Karnataka has been totally neglected".

[Translation]

This was said in this House. The sense of neglect that had entered his mind was an indication of what he had said and I quote:

[English]

> "I would like to caution that we would have no option except to start a peaceful agitation against the Central Government and fight for the justice".

[Translation]

This is how he expressed his sentiments and I would like to tell him that we are aware of the difficulties that will arise out of the agitation likely to be launched but the agitations give strenght to Paswan ji. Impossible gives him a new strength. Nothing is impossible for him.

Thirdly. regards creation of new zones. we thought that the South-Western Zone would be created at Hubli. The then Chief Minister Deve Gowda Ji had also said that it will be created at Hubli. I am not asking this as a favour because Bangalore has expanded so much that it doesn't have adequate water and electric supply nor adequate means of transport. I want to save the Garden City. The Railways have enough surplus land at Hubli. If this zone is setup at Hubli. I think Paswan ji will be remembered for over. My last point is that after the Bangalore Mumbai link conversion. 16 trains were given but no train has been given after the conversion Miraj-Bangalore line. Then. what is the use of converting this line? Would request that an Express train should be operated on Bangalore-Mumbai-Hubli-Miraj line another train should be started between Hubli and Hydrabad. Hubli and Ahmedabad. Hubli and Madras via Tirupathi. We have Bangalore - Karnataka Express which operates daily from Delhi. I propose this Karnataka Express should be operated via Una-Miraj-Hubli on alternative days. This will greatly benefit the people of this area.

Lastly. I would request him to pass orders for opening a college at Hubli because railway employees live there in large strength and they have college going children. The sports activities are no more there. So I would request him to provide a sports stadium to encourage sports activities and also provide funds for this purpose. This is a very good Budget brought by a very good Minister. I support it and thank you for giving me time the speak.

SHRI NANDKUMAR SAI (Raigarh) : Mr. Chairman. Sir. I donot want to go into the merit and demerits of this Railway Budget. I feel the hon. Minister has done a good exercise in preparing this budgets. He had little time. He has treid to give a new look to a sick woman. that is. he has sought to give a new touch to the old budget. I will not take much time. There is no need to make a log speech. I would like to putforth some problems of my constituency. I want that in Ranchi-Lohardaga-Tori line should be extended upto Bailadila which is proposed to be constructed via Dalli-Rajhara-Jagdalpur.

06.00 hrs.

I am stressing these demands because I wish him success in the implementation of whatever projects he has included in his budget documents. I hope he will be able to implement these proposals. The important thing is implementation and not the period taken in implementing the projects.

I do not want to repeat whatever has been said about the Railway Ministry but I want to know why the railways run in loss when there is no competitor of it' We have the example of bus operators. A poor man starts with on old bus and in 2-3 years' time he reaches the position of purchasing many new buses. Then what are the reasons for losses in Indian Railways? Many hon'ble members have suggested that pilferages and other irregularities in railways should be checked and if this is done. I hope he will not have to look at the face of Finance Minister for financing rail projects.

We have many trains in Chattisgarh region and the Chattishgarh Express operates upto Bilaspur which is the Railway division but I would like this train be extend upto Raigarh. There has been a long standing demand for creating a terminal at Raigarh. It does not involve huge amount. I am making this lone demand that a terminal should be created at Raigarh during this current Budget so that all the trains now terminating at Bilaspur could terminate at Raigarh and the entire Chattisgarh is linked.

Now I would like to draw your attention to an important matter. Bilaspur is the most backward, most oppressed and most poor region. The railways have 58 divisions in total and Bilaspur gives the maximum revenue. The new zones declared recently were not implemented because of Bilaspur. I do not know how he skipped over Bilaspur this time also while creating new railway zones. India has a total of 61985 kilometerage rail route and Bilaspur is the fourth distance wise. The South-Eastern railways has 7115 kilometer route while Bilaspur has only 1127 kilometer route and this division gives maximum revenue. The income of this division amounts to Rs.76 lakh per kilometer as against the national average of Rs.13 lakh per kilometer.

Sir. we have a very long standing demand. He presented the Railway Budget on the 16th and our entire division is agitated from the same day. People are courting arrest. *bundus* are being observed and all the educational institutions are closed. So. I would request him to include in the present budget. the proposal for creating a Bilaspur Railway zone. I will request him not to allow the situation prevailing in our area to be worsened and find some way out in this regard.

We have mineral wealth in abundance in Chattisgarh region particularly in Bilaspur area. This area is predominantly inhabited by SC. ST and backward classes. I fail to understand why the railway zone was sought to be transferred from there. A conspiracy is being hatched to dilute the historical importance of this area. If this zone is shifted to Raipur or Katni the people of the area will never forgive him.

Mr. Chairman. Sir. the Rourkela. Durgapur. Tata Nagar and Bokaro steel plants are directly connected to Calcutta but there is not direct train from Bhilai. I would therefore. request that a direct link should be provided from Bhilai and provision be made in this current Budget. It will prove to be very profitable. One of my friends has already made a demand for this. I have not taken much of your time but I would like that the conspiracy about his zone should be exposed and we should be given a railway zone.

MR. CHAIRMAN : Please conclude.

SHRI NANDKUMAR SAI : I am concluding Sir. You are occupying the chair and so I have no worry. I have not been done any favour. I am speaking with your permission. I have put up small demands but the creation of zone is a major demand. I request the hon'ble Minister to fullfil this demand. I will take a little more time. It will be difficult to translate into action the proposals included in the Budget documents. I recollect a song from a film 'Kitobon main chapte hain Sahas ke kisse. Haqeeqat Ki duniya main Sahas nahin hai'. I would like him to see that irregularities are not committed and nothing should be done under pressure. *(Interruptions)* There is a verse in Sanskrit 'Aparikshen Kartavyam. Kartavyam Suparikshitam'. Everything should be done after through examination. I can say about Bilaspur that this has been done deliberately or under pressure from some quarter. He has not done it from his core of heart. I will therefore. request him to reconsider this. I will thank him for taking care of tirbals and dalits in the Budget but the proposals should be given practical effect. This should not remain in books only. I hope he will do everything with authencity during his tensure. With these words, I conclude and thank the hon'ble Chairman ...*(Interruptions)*

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Chairman, Sir, the railway network is the lifeline of the country. It is like the blood vessels of the body through which the blood of national integrity flows and it manifests the emotional integrity of the whole nation. It is our fortune that hon'ble Ram Vilas Ji is incharge of our Railways.

A new railway zone has been created at Jaipur in Rajasthan, it is his decision but the heart of Rajasthan is Ajmer which has been the symbol of communal, social and cultural harmony. It has religious and educational importance as well. Ajmer has been the place of freedom struggle.

The first B.B. and C.I. railways was introduced in Mumbai and second place was Ajmer. Railways have huge property in Ajmer. They have big office buildings, colonies, grounds, loco-carriage ground. Thousands of railway employees live there. It would have been more appropriate if the headquarters of proposed zonal office would have been set up at Ajmer instead of Jaipur. Sir, through you, I would like to request the hon'ble Railway Minister to reconsider this decision and set up zonal headquarters at Ajmer Instead of at Jaipur.

Sir, he has proposed conversion of Delhi-Ahmedabad meter gauge line which connects two state capitals to Delhi into a broad gauge line.

I would like to congratulate the hon'ble Minister for delivering his Budget speech in Hindi for the first time.

Sir, the railways had formulated a policy of unigauge system for the whole country, that is, all the railway lines will have the same gauge and it was a very vital decision. Rajasthan got the maximum benefit out of it because it had remained neglected previously for many years and I hope this decision will not be left half implemented. I will request him to continue this policy so that the ongoing conversion work in Rajasthan is completed and there is uniformity throughout the country. This will help Rajasthan leap forward and to come in the main national stream. It can work in unison with other States. I have read a statement of the hon'ble Minister in the Press that there is shortage of wagons for unigauge. So, I will request him the job of building wagons should be accorded high priority. I wish the statement is proved wrong and the unigauge system comes true.

Sir, the work of conversion of the railway track which connects Delhi with two State capitals and also the Delhi-Ajmer Sharief and Ahmedabad track should have been completed by now but every year lower budget allocation is made for this purpose and for this reason the work is logging behind. I would request the hon'ble Minister to take up on war footing the completion of gauge conversion of Ajmer-Mehsana line. Maximum budget provision should be included for this purpose. I should be ensured that there are no obstacles in the smooth operation of traffic in Ajmer while the work of conversion is in progress.

Sir, during his visit to Ajmer, the people of Ajmer had put up a demand to him that Jaipur-Jammu Tavi Puja Express should be extended on broad gauge upto Ajmer because until Vaishno Devi is linked a Pushkar and Ajmer the religious sentiments attached to these places will not be realised. The hon'ble Prime Minister has given us an Ajmer-Jaipur link express train which makes one trip between Ajmer and Jaipur daily during day time and the Jammu-Tavi train steams of just 5 minutes after the arrival of this Link Express. The passengers of this Link Express hardly get time to purchase ticket and catch the Jammu-Tavi train. I will therefore, request that arrangements should be made at Ajmer for booking tickets for Jammu-Tavi and stations falling in between because with this arrangement the passenger will not be required to get down and purchase ticket at Jaipur. It would have been still better if Jammu - Tavi Train originates from Ajmer itself.

There is need to convert Khandva-Kanchi metergauge line into broad gauge. He had already ordered a survey of this route. However if Ajmer-Bhilwara-Udaipur-Chittorgarh and Khandva line is converted into broad gauge and linked with the broad gauge there it will be more convenient for the commuters. Neemach Ratlam-Khandva can also be linked with broad gauge. Ajmer should be linked with Hyderabad and Madras broad gauge line. Sir, I seek your protection so you have been extending corporation in conducting the House the whole night. We have also been maintaining the decorum and obeying the chair. A large number of passengers from Ajmer go to Uttar Pradesh. Lakhs of passengers of Uttar Pradesh come to visit to Ajmer Sharief and Pushkar. The Bandikui Agra fort metergauge line is lying closed because of its conversion into broad gauge consequently the Agra Fort has been closed and people from UP have to travel via Delhi. He has introduced a Bareilly-Delhi-Ajmer Train but it operates once a week. It should be run thrice a week. Similarly the Link Express train which makes only one trip should make two trips and operate early in the morning from Ajmer to Jaipur and should return to Ajmer in the evening. This will reduce the traffic pressure on National Highway No 8 and also check accidents which occur frequently. People who travel by bus or trucks sometimes meet with accidents. There is always rush of passengar traffic because of the location of Dargah Sharief m Ajmer. He should therefore, pay special attention towards Ajmer.

There was perhaps a proposal to make commercial use of the surplus railway land throughout the country but the same has not been pursued. I would suggest that the railway department should consider making commercial use of its surplus land.

A new train should be started. Ajmer will also be linked with hills. Thousands of pilgrims go to Haridwar for having a holy dip in the Ganga and they are required to break their journey and stay at Delhi. They experience a lot of difficulty this way. So, it is necessary that a direct train is introduced between Ajmer and Haridwar which will link various parts of Rajasthan.

There is another problem which we have to face. All the meter gauge trains terminate at Sarai Rohilla in Delhi. The passengers are required to shell out large amount of money for reaching old Delhi Station so, a broad gauge night train should be operated between Ajmer and Delhi which should arrive Delhi in the Morning and similarly it should start from Delhi in the evening and reach Ajmer the next morning. This should operate from Delhi station. Otherwise the passengers have to get down at Sarai Rohilla and then go to Lal Qila and Chandni Chowk by incurring extra expenses. No train is operating from Old Delhi Station. All the broad gauge and Metergauge trains either originate from New Delhi or from Sarai Rohilla Via New Delhi.

Now I would like to highlight three points of national importance which are connected with railways. The railway administration should be made more efficient to ensure better operation management of railways. It will generate considerable revenue. What I want to say is that the average speed of goods trains has been 22-23 km per hour during the last 10 years. Thousands of crores of rupees are spent in the name of modernisation, technical programmes, fast speed engines, augmentation of track capacity etc. but the speed of goods trains remains the same. And Therefore if it is possible to increase this speed by 5 km per hour it will ensure greater movement of goods traffic and increase railway revenue.

There are many passenger trains in operation as a result of which the goods trains have to stop at many places. More attention is being paid towards passenger trains. I would be better if more attention is paid to the efficient operation management of goods trains.

An accident had occurred at Ferozabad in which thousands of passengers were killed. *(Interruptions)* I am not talking of accidents. What I want to say is that a small error caused this accident. The inquiry revealed that it was because of human failure and I suppose 80 percent accidents take place because of human failure. These days the technology has advanced so much. Still hundreds of people are killed suddenly in the accidents caused by human failure. Ferozabad had a train circuit equipment and a decision had been taken for its replacement. But that remained on files only and the end result was such a devastating accident killing 400 human beings. The Commissioner of Railway Safety had conducted an inquiry who submitted the inquiry report to the Chairman of the Railway Board and held officers guilty of the accident. But no action was taken and a petty railway employee was removed from service. This should be looked into.

I would like to make a submission about promotee officers. A committee namely the Tandon Committee was appointed to give report about the distinction between the direct recruit and promotee officers. The report was submitted and recommendations made-

[English]

Removal of distinction between those promoted from ranks and the directly recruited officers.

[Translation]

Not only this, the Railway convention Committee of Parliament had in its seventh report submitted on 23.8.94 recommended removal of this discriminatory policy-

[English]

The Committee strongly recommend that this two fold classification of the officers should be done away with.

[Translation]

This recommendation was not implemented. The railways have tremendous capability, still discontentment is breeding among officers and their progress had been hampered. This has also to be taken care of. The technical impediments should be removed.

I would make yet another submission. Plantation on either sides of railway lines should be encouraged. This will improve environment and create a scenic beauty along railway tracks.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman Sir, I am grateful to you for giving me an opportunity to speak. At the outset I rise to support the Raiway Budget. I on behalf of millions of countrymen and my own behalf want to express special gratitude to the hon'ble Railway Minister Ram Vilas Paswan ji.

Bihar is a backward State where 56-58 percent population lives below poverty line. This State has remained neglected for years, while it is said that Bihar is full of mineral wealth. All Kinds of minerals are located there. The Centre has done the job of earning revenue from Bihar. Bihar has remained neglected from all angles particularly from railway angle but the hon'ble Railway Minister has taken up the gauntlet of meeting the hopes and aspirations of Bihar and various parts of the country for which I want to congratulate him. This Budget has been prepared keeping in mind the requirements of the whole country. There are other States which are backward and neglected like Bihar. The hon'ble Minister has included provisions in his Budget for carrying out development works in these areas on priority basis. So the allegations that the Budget has been made for Bihar in particular and that other States have been neglected are totally false and baseless. This is a balanced budget. All the hon'ble Members should support it. Many commitments have been made despite limited resources. However, the hon'ble Minister has to do many more things.

I hope that the future Raiway Budgets will meet the deficiency in respect of Bihar which has not been met by this budget. Now I would like to draw hon'ble Minister's attention towards my constituency. Patna Many demands of Patna have been met. He has decided to operate Rajdhani Express from Patna because there was no super fast train from Patna. There train will operate twice a week between Patna and Delhi and Patna and Madras and thrice between Patna and Mumbai. I would request his to operate these trains daily. The modernisation work is in progress at Patna Junction but the speed in very slow. There is heavy passenger rush at Patna Junction but the railway station has limited space. Therefore, the Patna Junction should be widened as soon as possible. However, the work has already started. A large number of railway employees reside in Danapur. The condition of their colony, their quarters and hospital is very bad. There is only one hospital for these employees. This hospital has a great importance for these employees but because of lobbying between employees and doctors, the hospital is badly infested by corruption. No proper treatment is given to the employees. I would request him to make this hospital corruption free. The quarters of officers and employees should be repaired and maintained properly. The water stagnates in front of their houses and the road develops patches. All these problems should be attended to.

The Patna Sahib which is the birth place of Guru Gobind Singh and is also a business centre is located at a distance of hardly 5 km from Patna junction. Many stations have been developed but Patna Sahib railway station has not attracted the attention of the Railway Minister. This station is in a very bad shape. I would request him to improve this Patna Station because many domestic and foreign tourists visit this place. This station should also be provided computerised booking facility.

Many members have made a reference of passenger trains and I would not like to repeat what they have already said. India is a country of villages and is a poor nation. The poor passengers who travel by passenger trains also belong to this country. The passenger trains have not arrangements of light and drinking water. The toilets remain stinking, glass panes of windows are broken. No sets are available for sitting. Sir, would through you request the hon'ble Minister to improve the condition of passenger trains so as to benefit the common commuters.

There is a railway level crossing at a prominent mohalla Ranipur between Patna City and Patna junction where accidents takes place every year. This level crossing is unmanned, so I would request him to man this railway crossing to obliviate the possibility of accidents. I congratulate the hon'ble Railway Minister on behalf of crores of people of Bihar for presenting a very good budget which will create a history in the coming years. With these words, I thank you and all the other hon'ble members who allowed me to speak uninterrupted.

SHRI BANWARI LAL PUROHIT (Nagpur) : Sir, I rise to express my views on the Railway Budget. The hon'ble Railway Minister in his speech said that he has paid special attention towards backward and poor people. I do not oppose the development to be taken up in Bihar. Bihar is a backward State but there are other backward areas also in the country. The Vidarbha region is the most backward whose villages have no roads even. But I am sorry to say that he has given nothing for Vidarbha. I think he forgot Vidarbha while preparing Budget. The development of our country depends on road transport and rail transport. The railways have greater importance so far as economic progress is concerned. So I will request him to pay special attention to this aspect.

Sir, Nagpur is the center point of India. He perhaps knows that Nagapur is the Zero mile of North, East, West and South and the historic zero mile stone is in Nagpur. The control point of India has been totally ignored. I request him to take care of this.

SHRI RAM VILAS PASWAN: Please tell me what should I do?

SHRI BANWARI LAL PUROHIT: Many projects can be taken up for this place. Nagpur was the capital of erstwhile C.P. and Brar State. Now it is a very backward region. There is no place for stay for the people there. The former Minister had promised provision of a Yatri Niwas and I request him to inaugurate this Niwas at an early date.

The overbridge is also as old as hundred years and as far as my knowledge goes, the Britishes had written to the Railway Ministry that this bridge could cave in any moment and that they would not be responsible for this. I would request him to get this bridge inspected and construct a new bridge keeping in mind the safety of the people. This my special request for Nagpur. I got this bridge surveyed earlier. I was a Member of Parliament from 1984 to 89 and them from 1989-91 and at that time I had requested that a local train should be operated from Kanhan to labour Hingna Industrial Estate. The track is already available and not much expenditure is involved. We have got it surveyed and it is found to be viable. I am demanding this train in the interest of labourers. The track requires a minor strenghthing occurring to the then DRM. This should be looked into. Nagpur has on historic importance and Revered Baba Saheb Ambedkar received his education here. I invite him to visit Nagpur. It is also a place of pilgrimage of Buddhists. I will request him to start a new train between Nagpur and Gaya. Even beyond Gaya because Parasnath is a place of pilgrimage of Jains. He should create a new history by introducing this Nagpur-Parasnath train. Many trains like Mumbai Calcutta. Bangalore. Madras. Hydrabad to Delhi and Amritsar and Jammu pass through Nagapur but many of them do not have reservation facility. I do not know why reservation has been stoped for Nagpur in many trains. I would request him to look into this aspect also. We are a poor country and there will be not blot on his personality. During the last a new crage for railways has been going on for introducing superfast trains. fast trams. Rajdhani and Shatabdi trains and they have many air-conditioned bogies but the common man. the main ingredient of this country. the poor has been neglected. has been ignored I would request him to attach maximum number of 3 tier general bogies to provide maximum facilities to the poor passengers. As regards goods traffic. the railways consider their accountability only in matter of earning money but they must know they have a social obligation also. The small traders the small scale industrial unit helders who need one or two wagons have been ignored totally during these years and emphasis is laid on supplying rakes only. The indent for small wagons is totally closed. He will have to change the policy in respect of small scale industries. He must ensure that small traders cottage industry owners stand on their own feet. They are being ruined because of the faulty policies of the railways. The surface transport freight is very high. I therefore request him to change his policy about goods traffic as far as small traders are concerned.

Nagpur has two railway divisions-Eastern Railway and Central Railway division. It is a central place and if possible I would suggest that a railway zone should be created there. This will ensure progress of adjoining areas. Everybody is demanding a railway zone but I am making this demand after making due analysis. There is demand for a railways zone at Jhansi. Jabalpur. Gwalior etc. *(Interruptions)* I have given this suggestion after giving a deep thought to this proposal. He may consider this seriously if it appears to him to be a viable proposition.

We had an office of GM. electrification which has been shifted to Allahabad. 100 to 150 employees of this electrification office are also proposed to be transferred. This is an insult to us. I have written a letter to him in this regard. Much work remains get to be done there. 10 to 15 jobs are to be completed. I would therefore request that the office connected with electrification should not be shifted.

Lastly. I would give him a personal suggestion that he will have to bring about more efficiency in the railway department. He will have to work with a heavy hand and should not allow complacency. He had already said in his Budget Speech that he is monitoring all the super fast trains and it is a matter of gratitude for us. But so far no perceptible improvement is seen. Corruption is still rampant. I had given a corruption case of Nagpur to him. I would request him to inquire into this case because corrupt practices are being indulged before our eyes. They charge Rs.50-100-150-200 per berth. The T.T. takes this bribe before our eyes. The position of reservation is not god. Same is the case with the booking of rakes. The traders come to me and complain that no rake is booked without bribery. I would like him to check all these things. He should provide a corruption free and clean railway administration.

I appreciate his steps to privatise the job of cleanliness in the railways but he must exercise control and check over them. We welcome privatisation and desire that automatic machines should be used for ensuring clearliness. But he must have complete check over them. Although he had handed over the catering system to private contractors but there is no perceptible improvement in the quality of meals. This has also to be taken care of. I am in the habit of taking meals in railways and I purchase my meals. I want that the catering arrangement and the quality of food must improve. We are his well wishers and our blessings are with him. May the conditions of railways improve. corruption abolished under his able leadership. He will have to work hard to improve the railways in every respect with these words. I conclude.

SHRI HANSRAJ AHIR (Chandrapur): Mr Chairman. Sir. I do not think that the Railway Budget presented by the hon'ble Railway Minister is meant for the whole country. when I went through the Budget papers. I found that the hon'ble Minister has taken care of only these areas where his party is in dominant position. He has squeezed the dimension of the country in his Railway Budget. In my opinion. the present Railway Budget is most imbalanced and it does injustice to Maharashtra.

I have been elected from Chandrapur constituency of Maharashtra. My Constituency comprises of Chandrapur and Garhchiroli Districts. Railway facilities have been available in Chandrapur district since British days and because of this it has developed considerably and many major industries have come up there. But still there is lack of reservation quota of Ballarshah and Chandrapur Stations and also number of stoppages. all the trains operating between Delhi and Madras and Delhi and Hydrabad pass through this route but all the trains do not stop at Chandrapur Station although it is on the main line. Chandrapur has a population of 3.5 lakh and there are 30 coaliaries and 14 major industries and because of which big industrialists. traders. labourers from all over the country come and stay have. They face great difficulty in getting reservation for going to their native place. They are greatly inconvenienced for want of waiting rooms because all the trains do not stop there. I request the hon'ble Minister to increase the quota for chandrapur and Ballarshah which are two major stations of my constituency. Stoppages for Andhra Pradesh Express and Kerala Express must be provided at Chandrapur Stations. A large number of coal workers from Andhra Pradesh live at Chandrapur. The trains which come from Hydrabad terminates at Kagaz Nagar. For example Bhagyanagar train terminates at Kagaznagar. This train should be extended upto Ballarshah to facilitate convenient travel to the labourers coming from Andhra Pradesh. the Coaliary employees, many officers and workers who come from Uttar Pradesh and Bihar. The Bilaspur. Gorakhpur-Varanasi Train operates once a week. I demand this should run twice a week.

Second. we have Gadchiroli district in my constituency. It has no railway facility. 80 percent of its population is tribal. There is no industry and the Naxalite movement is catching up taking advantage of unemployment situation. We have to extend justice to our tribal brothers. Mineral wealth is available there in abundance for sitting up industries but the industrial units are not coming up there because there is no railway line. We can set up many industries based on from Copper Zinc Limestone and many other minerals. 100 years ago Late Jamshed ji Tata got a survey conducted in Gadchiroli District and had expressed the desire of setting up of a Iron based heavy industry but it could not be set up. Surajgarh has large deposits of iron ore which has remained unexploited so far. I would request the hon'ble Railway Minister to lay a railway line there so as to attract big industrialists to set up their industries in this area. We can increase our economic activity through rail services. Mumbai is the Capital of Maharashtra and it has no direct railway link with Chandrapur. Chandrapur is the border district having boundary with Andhra Pradesh. I would request him to start a new train from Ballarshah or Chandrapur to Mumbai so that the Adivasis and poor people of Maharashtra get the facility of visiting their Capital city. Some years ago the work of conversion of narrow gauge into broad gauge was taken up. I would request that a new railway track should be constructed from Badsa to Armori and Godchiroli so as to link Gadchiroli district with all the railway lines. This will provide justice to Godchiroli district.

The hon'ble Minister has announced a new norm where under a station selling more than 300 tickets will get computerised reservation. Chandrapur is my Constituency and it has Ballarshah. Chandrapur and Baroda-three railway stations and immediate steps should be taken to provide computerised railway facility at these stations. I would once again urge upon the hon'ble Minister to provide stoppage at Chandrapur railway station for the trains I have mentioned earlier. There is also need for renovation and beautification for Ballarshah and Chandrapur railway station because they have not been improved since the days of British rule.

I would like to point out some of the problems of my constituency. We are inviting multinational companies to our country and because of this the petty vendors who sell tea. juice etc. at railway stations are loosing heir jobs because these multi-nationals have set up very attractive stalls of Pepsi. Nescafe or other soft drinks. The multi-national companies are new dominating railway stations also and our poor vendors are being rendered jobless. I would request the hon'ble Minister to look into this problem also and take steps to remove these attractive stalls set-up. although they may be incurring losses. by those companies. With these works. I conclude.

SHRI PUNNU LAL MOHLE (Bilaspur): Mr Chairman. Sir. I will not make a Long speech but would like to attract the attention of the hon'ble Minister towards the Bilaspur district of Madhya Pradesh. Bilaspur is a predominantly tribal area from where I have been elected. It is a reserved seat. There was a demand for creating a railway zone at Bilaspur and I would like to dwell in the requirements for creation of this zone. The Bilaspur railway division has set up a record of 40 million tonne loading which accounts for 12 percent of total loading of the Indian railways. 5000 to 6000 wagons are loaded in this division daily and this is contributing a revenue of Rs. 807 core and is giving a net profit of Rs 78 crore in the total income of railway which amounts to 20 percent of the total profit. Bilaspur division has full right to demand a railway zone because it has contributed a lot for the economic development and for the development of the railways in the country.

Bilaspur division fullfils all the standards and norms laid down for creating a railway zone by the Government of India and the Planning Commission. Bilaspur is a forceful Claimant from revenue point of view. from administrative point of view and from infrastructural point of view. Adequate land is available at Usalpur. Dadapara and Rollora for setting up a Zonal railway office. Therefore. I would remind the hon'ble Railway Minister that the railways lost the property worth Rs. 100 crore in the course of agitation launched in Bilaspur on 15th January 1995 demanding creation of a Railway Zone at Bilaspur. It is in the records of the Railway Board and discontentment is still breeding there. Six new zones have been set us. The agitation still continues there and thousands of people are courting arrest. There is apprehension of large scale loss of men and material. Therefore. I request the hon'ble Minister to set up a railway zone in Bilaspur. It has fullfilled all the conditions.

The hon'ble Minister had visited Bilaspur a few years ago and had given an assurance for setting up a railway zone there. His name is Ram Vilas (Paswan) and I would like him to set up a Railway Zone at Bilaspur. All the formalities have been completed. It is a tribal area. He himself belongs to Scheduled Caste. I am also a member of Scheduled Caste. All the formalities have been completed and still my demand has been overlooked. I would request him to make a provision in this Budget for this purpose and make an announcement.

The P.R.S. computerised reservation system at Bilaspur should be linked with Mumbai and Madras. This will ensure reservation facility to the common man of the entire State.

Adequate facilities are not available in second class and general bogies of passenger trains. There is no drinking water, no fan, no light and toilets are stinking. He must order stringent action against the complacent maintenance staff.

The general category passengers whether they belong to labour class or backward section or poor section experience great difficulty in their travel for want of adequate number of general trains. If they unknowingly accupy 3-tier reserved bogies, they are fined and locked up. Therefore, one or two additional general bogies should be attached to every train. Regarding godowns, there is lack of adequate number of them. Chemical fertilisers etc. are supplied to formers through goods trains. The fertilisers are not being imported in adequate quantities at present. I would request that the number of goods trains should be increased and reservation facilities should be provided to ensure movement of maximum quantity of fertilisers at district level to make timely supply of fertilisers to the farmers.

Regarding catering services, it has now being entrusted to contractors. The meal consists of 4 small puries, one small bowl of rice and a little vegetable which is sufficient only for a child. I would request the hon'ble Minister either to introduce 'full thali' system as is obtaining in hotels. I belong to Chattisgarh. Two plates are not enough to extinguish my hunger. If we talk of rotis it costs Rs. 16. He should ensure that full meal is given for Rs. 16 or full plate rice with purees or chapatis should be served but the quantity should be sufficient to fill the belly. The economic condition of common man is not improving. The influential people are making good capital. The meal costing Rs. 5 being sold for twice or thrice the cost. Neither the labour class nor the other people are satisfied with this meal. The fertiliser or food grains lie at platforms during rains and get rotten for want of adequate godown facility. The goods are moved by wagons which remain stationary and nobody claims them. I would suggest that either a straw roof or a plastic roof should be provided over the grains, otherwise it will affect the economic condition of thousands of people. The goods of many consigners are stolen. Therefore, it is imperative to make proper maintenance arragements in this regard.

He has made some references in his budget about handicapped persons for whom some reservations have been made. I would suggest that they should be given at least 5 percent reservation and I would like to propose some amendments in this regard.

7.00 hrs.

After handicapped these categories should be added namely, oppressed, suppressed and orphans so that the sick people also get some assistance. When I was a Legislator, I was travelling with a person suffering from heart disease and when he felt pain there was nobody to attend on him. That is why I suggest that such persons should also be given reservation so that they receive proper timely treatment.

There is no arrangement for medical services in the trains. He must ensure emergency medical facility of railway stations such as injections, life saving drugs etc.

There should be computerised reservation system in Bilaspur division for Mumbai and Madras and seats should be reserved only through computers.

I hope he will cooperate with us in matter of setting up a railway zone in Bilaspur division.

SHRI BHANU PRATAP SINGH VARMA (Jalaun): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I would also extend my limited thanks to the hon'ble Railway Minister. I cannot extend full thanks to him because of certain deficiencies in the Budget. He has given top priority in his Budget to the development of North-Eastern States and has totally neglected our backward region of Bundelkhand. Kaunch-Jalaun new railway track project has been pending for several years now. It had been surveyed in 1977 during Janata Party rule and earthwork had been completed. I don't know how that file has been misplaced. I would request him to include provision for the proposed Kaunch-Jalaun railway line. The Agra-Chapra mail train should be run from Delhi and extended upto Barauni via Hazipur. It will connect dozens of stations and also the eastern region.

He has not increased the fare upto 200 Km for Express and Passenger trains but 5 percent hike has been proposed beyond 200 Km. This is injustice to the poor people. A poor person or a labourer who comes from Jhansi to Delhi for medical treatment has to cover 500 Km distance and therefore he will be required to pay more for the fare. I propose this distance of 200 Km should be increased to 500 Km so that the people of my area are benefitted.

Sir, there is no passenger train after 13 00 hours on Jhansi-Kanpur line and the passengers have to wait for 7-8 hours at Jhansi. So I will request that some passengar train should be operated in between so that passengers from Jhansi could travel towards Kanpur. In his speech he has promised manning the unmanned railway crossings. There is a railway crossing at Chonk Village near Kalpi on Kanpur-Jhansi line where 4-5 persons were killed in an accident when a tractor collided with the train. I would request that this Level Crossing should be provided a gate and be manned so that the Villagers are able to cross the lines safely.

SHRI MOHAN RAWALE (Mumbai South-Central): Mr. Chairman, Sir, the hon'ble Railway Minister had visited Mumbai but he did not see the railway coaches nor the railway commuters. In 1951 the strength of railway commuters in Mumbai city was 8 lakh when the total population of Mumbai accounted for 30 lakh. Today Mumbai has a population of more than 1 crore and the strength of railway commuters is beyond 60 lakh. But the number of trains is comparatively for less and the daily commuters are compelled to travel by hanging around bogies. One person falls from train and dies everyday. In suburban trains operating from Mumbai city bogies have a capacity of 1730 passengers while in effect 4000 commuters travel by these bogies. I would demand that an autonomous Suburban Railway Corporation should be set up for Mumbai. I have many complaints with me. He is going to provide a Metro Railway. I suggest instead of that a prallal railway line should be provided. The Metro railway is not fully operational in Calcutta. He can get space for constructing parallel railway line. Similar system obtains in London and other countries. I would request him to inspect harbour line trains and experience the journey thereof. He will come to know the filth these trains are full of. It appears that people travel in these trains by risking their lives. The bogies have no windows. The electric switches leak. There is no light. He has not endeavoured to provide these facilities.

An accident took place at Kandivali and I would like that the dependance of those Killed in this accident should be given employment in the railways. If he fails to give an assurance in this regard, we would not allow this Budget to be presented. We are not seeking priority in employment in Bengal or Bihar. We seek priority in our own State.

They have accepted three language formula. I would request him to pay attention to Marathi Language also.

SHRI RAM VILAS PASWAN: I would order the use of Marathi, Urdu etc.

SHRI MOHAN RAWALE: I demand that Marathi language should be given priority. The windows of booking offices at railway stations are generally small. They should be widened and seperate counter should be provided for women. The number of EMU ladies special on Central railway and Western railway should be increased during peak hours.

There is need for lengthening and widening the foot bridge at Parel. One or two persons are killed daily in the accident in the absence of an overbridge between Sivri and bus terminal. An overbridge must be provided there. A footbridge is necessary from Chichpokali to Lal bagh gas company to Dilai road to labour gymkhana. A bridge should also be provided over the dock yard road.

The Kho-Kho sport has been recognised by the railways. I had been informed by Shri Kalmadi ji in reply to my question that Kho-Kho has been included in the national sports of railways. Why does Railway Board not accept it? I request him to form a Kho-Kho team and develop the Parel Sports Stadium. I will also request him to accord priority in this regard to the people of Maharashtra.

I thank you for giving me an opportunity to speak after so many Members of my Party have spoken.

MR. CHAIRMAN: I along with you Congratulate him. We have had a historic discussion on Railway Budget today and it is a record. During discussion on Railway Budget in 1993, we sat upto 6 25 hours in the morning and 69 hon'ble Members took part in the discussion. In 1995 we sat upto 2 29 hours and 93 Members participated in the debate.

[English]

We have started the debate on the Railway Budget yesterday. In 1996, 111 hon. Members have participated. I think that we are setting today an all-time record. *(Interruptions)*

SHRI RAM KRIPAL YADAV: Hon. Minister always breaks record.

MR. CHAIRMAN: I wanted to participate. But nobody is there to relieve me. Shri Manoranjan Bhakta also wanted to speak. Everybody wanted to participate so we did not participate here. What I wanted to convey to the hon. Minister of Railways here is that you can call both of us in your chamber.

We have no trains in the Union Territories. Many have also not seen the trains in these areas. They have not benefited anything from the Indian Railways in the form of employment or any recruitment. Nothing of that sort has happened. Not only that, now everybody is coming to Capital - students, officers and cultural troops. Reservation is a problem for both the Union Territories, one is from Calcutta or from Madras or from Cochin to here. Problem of reservation is also there. The hon. Minister of Railways may call both of us for discussion because when we wanted to participate but nobody is there to relieve us.

SHRI RAM VILAS PASWAN : We will take care of Lakshadweep and Andaman and Nicobar Islands. We will see that both the Andaman and Nicobar Islands and Lakshadweep are represented.

MR. CHAIRMAN : We convey our good wishes to you. We wish you all the best.

Now, the House stands adjourned to meet today at 11 a.m.

07.17 hrs. (26.7.96)

The Lok Sabha then adjourned till Eleven of the Clock on Friday, July 26, 1996/Sravana 4, 1918 (Saka).